

# S&D

# REFLECTOR

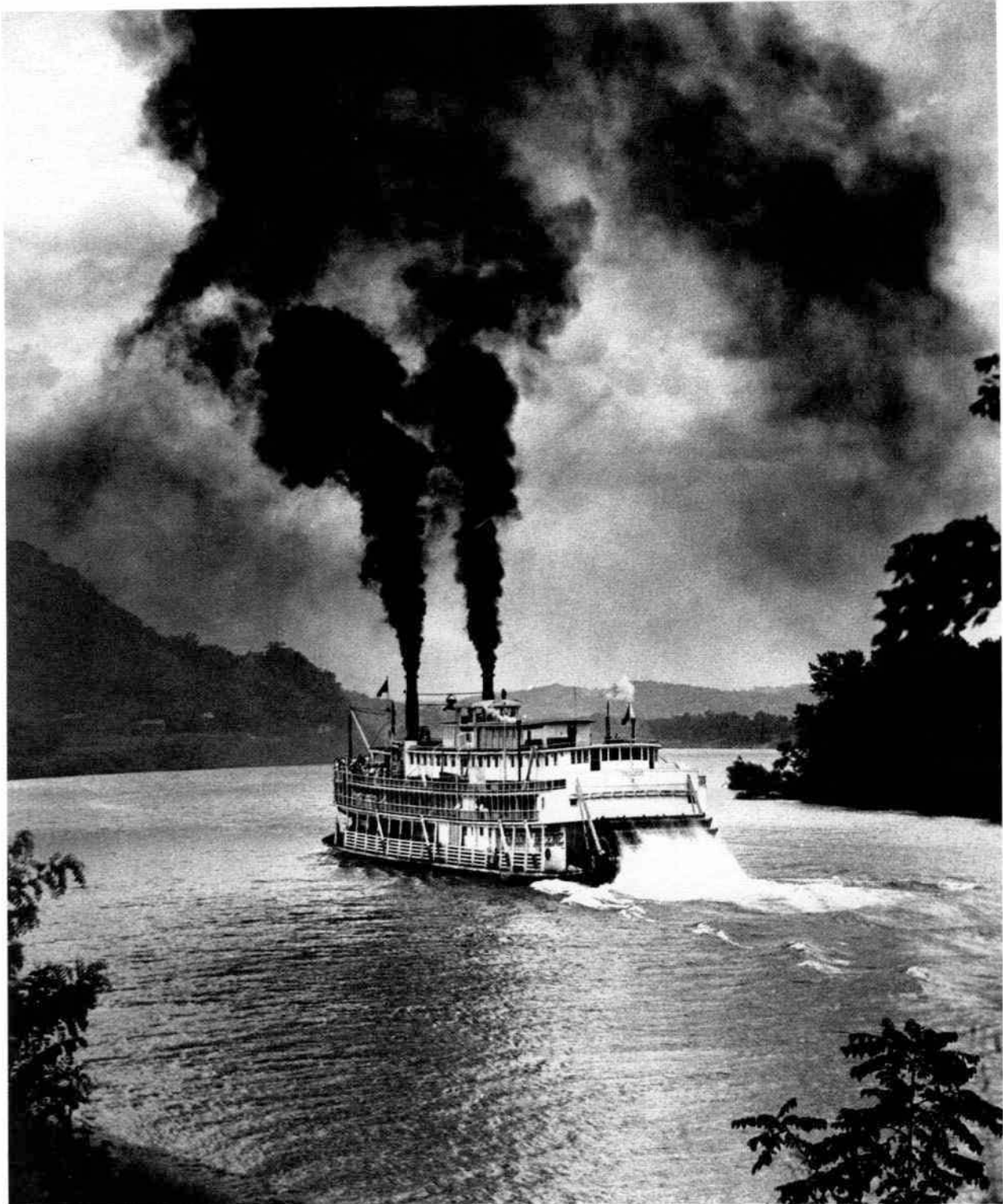
Published by Sons and Daughters  
of Pioneer Rivermen



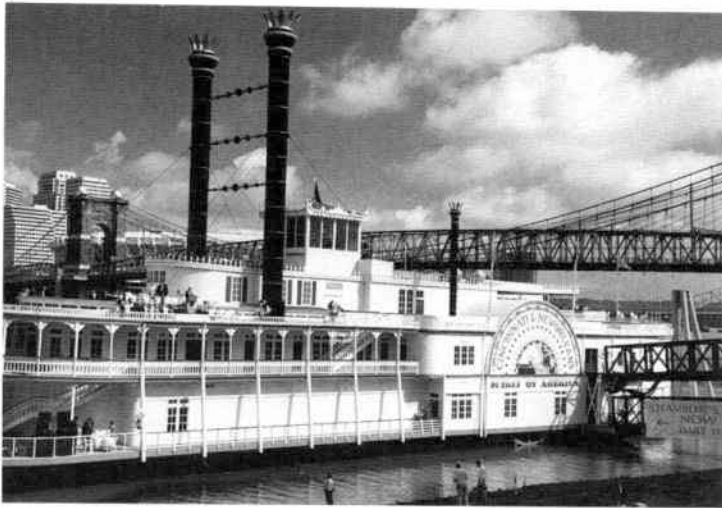
Vol. 27, No. 4

Marietta, Ohio

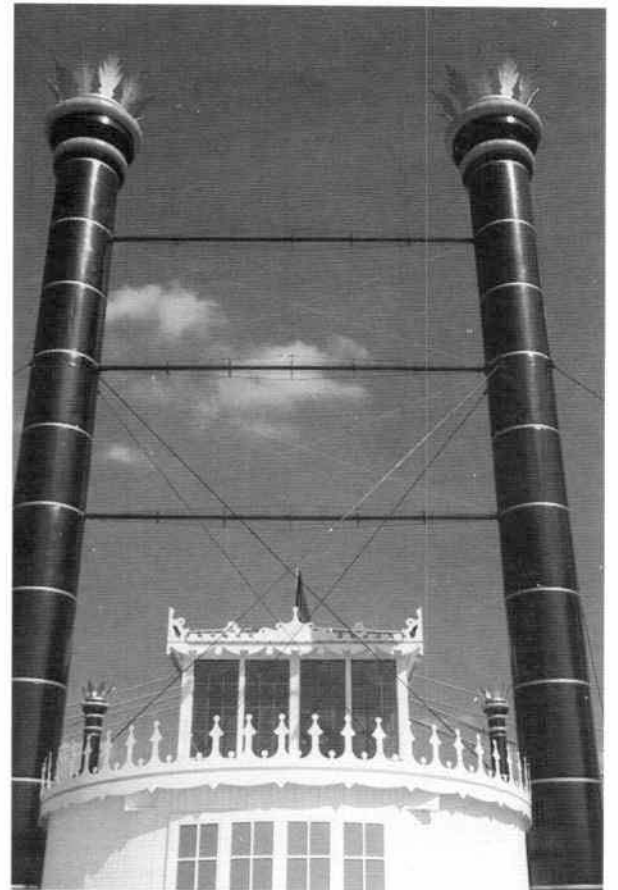
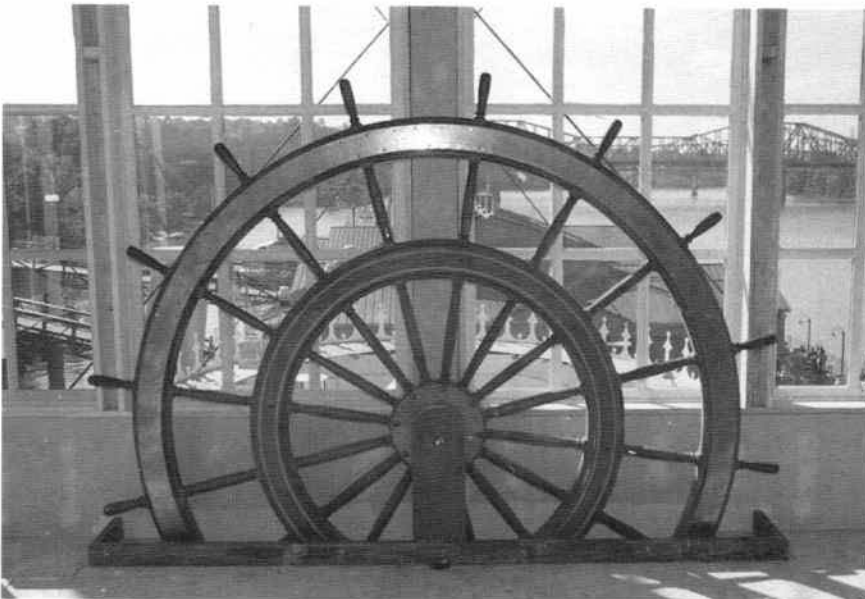
December 1990



Caption for this portrait will be found on page 19, column 3.



SPRIT OF AMERICA:- The three large shots by Dave Thomson include the pilot-wheel brought over from the WAKEROBIN. Upper left, Fred M. Rutter. Center left, Gary Frommelt.



The historic Wells Inn at Sistersville, West Va., in financial troubles, was due to be sold for debt at the Tyler County Court House as we go to press. The 98-year old hotel, widely known for its excellent restaurant and bar, is listed in the National Register of Historic Places. It was bought in 1983 by Spectrum Petroleum Corporation of Marietta, Ohio, and has been operated since 1988 by Sistersville mayor William Gilligan and about two dozen residents.

Some years ago the neglected landmark was rehabilitated by the late Wells Kinkaid, Jr. of the Wells family clan. Wells once told us that running the hotel simply meant writing a personal check for \$5,000 every Monday morning.

According to a Sistersville dispatch in the Dec. 10, 1990 issue of The Marietta Times, the ferry between Sistersville and Fly, O. discontinued service on August 6, 1990.

- O B I T U A R I E S -

Alice Reynolds, page 20  
Garnet V. Reynolds, 38  
Robert H. Rea, 20  
Capt. James Sand, Jr., 41

PLANS REVISED  
New Orleans Steamboat  
Company May Build New  
Sternwheeler  
Larger Than First  
Planned.

The following report comes to us from Bill Dow:-

During 1990 we continued to press ahead with our plan to build a large sternwheeler to be named CITY OF NEW ORLEANS. Our efforts are now becoming somewhat complicated by the spectre of riverboat gambling in Louisiana.

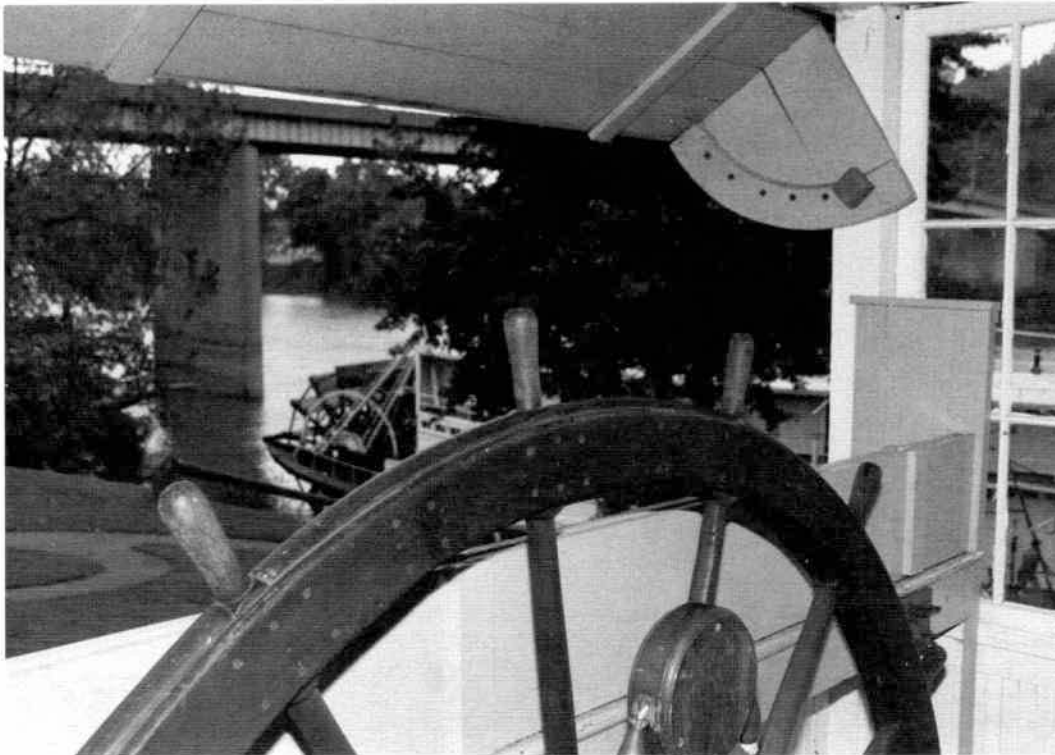
In March 1990 we bid construction at five shipyards (Trinity, Service Marine, Bender, LEEVAC and Superior. The low bid was \$5.3 million and the high bid was \$8.6 million. All bids had exceptions so those

were not "turn-key" figures.

As neither Ralph Brennan nor the Whitney [Bank] wished to proceed on the low bid figure, we went to the low bidder (LEEVAC) and began a lengthy negotiation process, basically that LEEVAC would accomplish the steel work and other larger jobs (like the basic wiring). We would then take over the job, in the LEEVAC yard, and act as our own contractor to complete the vessel.

The result of the negotiations (together with some plan modifications and SCR drive work with Mr. Rittenhouse in Peoria) was that LEEVAC's part of the work totaled \$3.1 million and we would need \$1.4 million to complete the vessel. I believe we have negotiated a beautiful vessel for a rock bottom cost. Unfortunately, Ralph Brennan still views the scope of the project as being too large for him.

-Turn to page 11.



The restored pilothouse from the packet TELL CITY at the Ohio River Museum, Marietta, attracted Dave Thomson's attention during his first S&D meeting last September.

# S&D REFLECTOR

Published by Sons and Daughters  
of Pioneer Rivermen



Vol. 27, No. 4

Marietta, Ohio

December 1990

Published quarterly in March, June, September and December by the Sons and Daughters of Pioneer Rivermen. Prepared, printed and mailed at Marietta, Ohio. Membership in S&D is not restricted to descendants of river pioneers. Your interest in river affairs makes you eligible. Membership in S&D entitles each \$15 member to one copy per issue of the S&D REFLECTOR. Applications to join should be accompanied with a check for \$15 (individual) plus \$1 additional for spouse and each one of the immediate family under 18. Please list full names of children so each may receive a membership card. If you join alone send \$15; if husband and wife join, send \$16; for each child \$1 additional, etc. Checks may be made out to Mrs. J. W. Rutter.

## RENEWALS

Toward the end of the year you will receive from the Secretary a renewal notice for the coming year. Respond with a check promptly as this notice will be the only one sent to you. Delay in remitting may require removal of your name from the mailing list. Postal regulations prohibit the mailing and billing of material without addressee's consent.

### Remit to:

Mrs. J. W. Rutter,  
126 Seneca Drive,  
Marietta, Ohio 45750

Membership cards may be used for free access to the steamer W. P. SNYDER JR. at Marietta when this steamer is open to the public.

Correspondence is invited by the editor. Please do not send unsolicited photographs on a loan basis.

Additional copies of the current issue are available from Mrs. Rutter at \$4 each. Back issues are available for the past twelve years at \$4 each; for older copies inquire of Mrs. Rutter.

Capt. Frederick Way, Jr., editor,  
410 Sixth St., Apt. #1,  
Marietta, Ohio 45750  
Phone 614/374-3543

The S&D REFLECTOR is entered in the post office at Marietta, Ohio as third class matter. Permit No. 73. Please send address changes to our secretary Mrs. Rutter at her address above.

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Murphy Library  
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Ed Hill, curator  
Ralph DuPae, photo research



# S&D

A GEOGRAPHIC SPREAD - Ohio, Missouri, Louisiana, Texas and points between - as Bud Daily snaps the shutter. From the left:- Eileen Daily, Tom Dunn, Connie and Gary Frommelt, Lexie Palmore and Bill Kelley.

**T**HE 250-plus S&Ds attending the annual meeting at Marietta the week-end of September 15th had a complaint. "It doesn't last long enough." "We hardly get started and then suddenly it's all over." "Stretch it out a couple more days." The program started with a Friday evening affair and Saturday was occupied morning to night with meetings, meals, a lovely boat ride, an accomplished speaker and entertainment provided by John Hartford. Then it was Sunday morning with everybody saying goodbye to everybody else. People return to their homes far and near; to Florida, New Orleans, Boston, Louisville, Cincinnati, Rabbit Hash, Davenport and Dubuque.

During the whole year of

1990 the Delta Queen Steamboat Company had been celebrating the 100th anniversary of its progenitor, Greene Line Steamers. It was in 1890 that Capt. Gordon C. Greene went to Nashville, where several packets were for sale, and bought the H. K. BEDFORD for the Pittsburgh-Wheeling trade. His decision was made while sitting on a log there at the Nashville wharf, where he had struck up a conversation with a black stevedore who said, "The BEDFORD is the come-and-go boat; she always comes-and-goes." Acting on this advice Captain Greene parlayed his stake to buy and build other boats, and to his sons Chris and Tom left a birthright resulting in the GORDON C. GREENE and DELTA QUEEN.

The present-day owners and operators of the Delta Queen Steamboat Company were in swaddling clothes when most of this happened, and had the perspicacity and generosity to celebrate Greene Line's centennial in magnificent style; they produced lavish brochures picturing early Greene steamboats, and entertained the sons and daughters of Capt. Tom Greene to events in New Orleans, all expenses paid. Inasmuch as Newport, Ohio, just 16 miles from Marietta, along the banks of the Ohio River, was home-base from which pioneer Captain Gordon C. put down the hoe (he actually was farming on nearby Brothers Island when he made the decision, watching a steamboat go by) and go learn to be a pilot. His H.

K. BEDFORD wound up its days (under other ownership) just above Marietta, victim of heavy ice, Captain Gordon C. and his famous wife Captain Mary B., and Chris and Tom now are in the Newport Cemetery. That's how, being so near to all of this, we decided to wind up this centennial year by honoring the Greene flock at our Friday evening affair, and asked Perry Moran, first v.p. of DQ Steamboat, to be our Saturday evening speaker. Bee Rutter asked everybody to register as they arrived at the party, and about 90% of the total number of delegates signed in.

Displayed on Bee's registration desk was a 4-foot long model of the cornfield-famed VIRGINIA which Ken Heltman built from illustrations in John Hartford's cornfield book. Ken Heltman made his S&D debut at our Marietta meeting in 1986 with a near-perfect model of the W. P. SNYDER JR. he built after he and his son Edward visited the boat, took many detailed photographs and made measurements and bought a set of Alan Bates drawings. Today Ken's VIRGINIA model reposes on the livingroom mantelpiece of Ye Ed's Marietta apartment.

Saturday the 15th September in Marietta was pretty, bright and warm. Chairman Rutter of S&D's Board of Governors brought his group to order and called the roll shortly after 9:30 a.m. Eight of the nine members were present. Absent by reason of prolonged illness was Capt. Thomas E. Kenny. A generous number of members were on hand and seated.

Madame Secretary reported that S&D membership totals around 2,000, of whom approximately 1,200 pay \$15 annual dues. Foreign members receive the S&D REFLECTOR in England, the countries of Europe, with a few in Australia.

Our secretary read a letter of greetings from Capt. John Leonard who, with his wife, are touring Europe.

S&D's treasurer Larry

#### THE FRIDAY EVENING PARTY

Those who signed the register, in the order of their appearance. Our secretary had no opportunity to pass the register around on Saturday. Our estimate is that about 90% signed in. -Ed.

June and Jim Bupp, Charleston, W. Va.  
 Jim and Judy Linger, Parkersburg  
 Charles and Alta White, Murraysville, W. Va.  
 Bill and Mary E. Massey, Cincinnati  
 Jeremy and Jo Ann Schoen, Corydon, Ind.  
 Mr. and Mrs. Michael Muldowney, Bridgeport, O.  
 Mr. and Mrs. Robert Grimm, Toronto, O.  
 Jim and Shirley Greenwood, Newport, O.  
 Bert and Jack Mettey, Rabbit Hash, Ky.  
 Chad and Meredith Smith, Bath, Maine  
 Richard and Mary Greene Stewart, California, Ky.  
 Letha Jane Greene, Cincinnati  
 Tom Greene, Cedar Grove, Ind.  
 Richard E. Strimple, Oxford, O.  
 Armen Kilijean, Cincinnati  
 Philip J. and Mercedes McCarroll, Bellevue, Pa.  
 Forrest and Dorothy Steinlage, Louisville, Ky.  
 Dr. and Mrs. Martin C. Striegel, Louisville, Ky.  
 Mr. and Mrs. James Sharpe, Republic, Ohio  
 Bea and James V. Swift, St. Louis  
 Barbara L. Hameister, Blanchester, O.  
 Alan L. Bates, Louisville, Ky.  
 Lexie Palmore, Jefferson, Texas  
 Mr. and Mrs. P. L. Pryor, Dayton, O.  
 Tom Dunn, St. Louis  
 Capt. Robert Smelanley Jr., St. Louis  
 Walter Carpenter, St. Marys, W. Va.  
 Anthony L. Eichhorn Jr., Cincinnati  
 Icle (Ike) Casey, Lockport, Ill.  
 Jim Pickens, Gahanna, O.  
 Jeanne and James Haley, Lakeside Park, Ky.  
 Claudia Pickens, Gahanna, O.  
 Bill Kelley, Jefferson, Texas  
 Jack and Sandie Custer, Louisville, Ky.  
 Lucy and C. W. Stoll, Louisville, Ky.  
 Larry Norris, Rising Sun, Ind.  
 Allen Hess, Pittsford, N.Y.  
 Pat Welsh, Davenport, Iowa  
 Ann Zeiger, Cincinnati  
 Susan Burks, Fayetteville, N.Y.  
 Catherine Remley, Marietta, O.  
 Victor Canfield, Covington, Ky.  
 Judy Patsch, Rock Island, Ill.  
 Vesta Lee Haynes, Covington, Ky.  
 Ken Hawley, Joppa, Md.  
 Cam Hawley, Joppa, Md.  
 Grace L. Hawley, Joppa, Md.  
 M'Lissa and Rick Kesterman, Cincinnati  
 Fred Rutter, Lihopolis, O.  
 Ted Shinkle, Miami, Fla.

Walker reported all current bills paid, the largest of which was \$3,076.95 to Richardson Printing for the December 1989 S&D REFLECTOR. Largest unusual expense was the purchase of a new Panasonic writing machine, \$999.00, for Ye Ed. We traded an old model in, and Dr. Mike Shinkle wrote a nice personal check to keep this invoice under the \$1,000 mark.

Total disbursements for the fiscal year came to a total of \$16,884.88. Receipts added to last year's balance came to \$29,263.65, leaving the year's end balance at \$12,378.77, a plus of about \$1,800 over the previous fiscal year.

Larry Walker receives no financial recompense for his duties as S&D's treasurer, but does have our IRS forms prepared and audited, an expense to S&D of \$168.50. Larry prefers to donate his time and services, and has been doing so for a good many years. Such generosity at least deserves the telling.

Securities have increased in value reported Bert Fenn of the J. Mack Gamble Fund. The original worth of about \$150,000 has about doubled.

The funds available for awards in 1990 amounted to \$19,493. This was based upon the earnings for 1989, less trustee expenses (\$183), bank fees (\$2,811), and 10% retained to build upon the principal of the fund. The 1989 awards totaled \$18,072, the same figure as reported to the Board of Governors in 1989.

Largest single contribution went to the University of Wisconsin's Murphy Library steamboat and river photography project, \$4,000.

Second largest: Obtaining and renovation George Schotten's model of the PIONEER for display in the Ohio River Museum, \$3,592.

Third: Large screen video and tape player for the Ohio River Museum, \$3,249.

Other projects:

Film to video conversion of movies, \$200; and prints and copy negatives for Inland Rivers Library, \$2,600.

Mike and Linda Shinkle, E. Peoria, Ill.

Ill.

Jerry and Lenora Sutphin, Huntington, West Va.

Jack Lauck, Williamstown, W. Va.

Keith E. Norrington, New Albany, Ind.

Ralph R. DuPae, La Crosse, Wis.

Jeffrey L. Spear, Marietta

Clarke C. Hawley, New Orleans

Kent Booth, Leesburg, Fla.

Bob Booth, Bethel Park, Pa.

Larry and Ethel Walker, Cincinnati

Sally and Harold Wright, -----

Bert Fenn, Tell City, Ind.

John Booth, Derwood, Md.

Jim and Judy Schenk, Hendersonville, Tenn.

John Byrd, Huntington, West Va.

Dave Thomson, Sun Valley, Calif.

Mrs. Durward Hoag, Marietta

Allen K. and Elizabeth Wisby, Pasadena, Texas

Bill Warren Mueller, Middlebourne, West Va.

Lillian Prater Smith, Lakewood, Colo.

Helen Hughes Prater, Louisville, Ky.

R. C. (Heck) Heckert, Parkersburg, West Va.

Nell and Fred Way III, Cleveland Heights, O.

Helen and Perry Moran, New Orleans, La.

Fred Way, Jr., Marietta, Ohio

Patti Young, New Orleans, La.

Marta Young -----(?), Cincinnati

William F. and Gayle Hindman, Cincinnati

Don and Kathy Hill, Walton, Ky.

Bill and Elaine Rist, Paducah, Ky.

Bob and Virginia Smith, Sewickley, Pa.

Tom and Barbara Rist, Paducah, Ky.

Lynn Dow Webster, Lake George, N.Y.

Wilbur E. Dow, Lake George, N.Y.

Joan and Marie Hartford, Madison, Tenn.

Cornelia L. Reade-Hale and Aloria, Covington, Ky.

Phillip Hale, Covington, Ky.

Bela K. Berty, Charleston, W. Va.

Bee and Woody Rutter, Marietta

R. Dale Flick, Cincinnati

John and Dolly Robertson, New Richmond, O.

Jim Ebertson, Cleves, O.

Margaret Robertson, Cleves, O.

Lela Vornholt, New Richmond, O.

Mr. and Mrs. Robert S. Way, Macedonia, Ohio

Wm. and Darlena Judd, Cincinnati

Bill Barr, Winfield, West Va.

Louise Barr, Winfield, West Va.

Bus Longrod, Medinis, N.Y.

Jeanie Kidd, Rockwood, Ontario, Canada

Stuart and Margaret Talbot, Chicago

Slim Brandt, Steubenville, Ohio

Ken Wroblewski, Gallipolis, Ohio

Helen Wroblewski, Gallipolis, Ohio

Chris Saber, Gallipolis, Ohio

Henry and Martha Gay, New Matamoras, Ohio

Frank E. Pollock, Winston-Salem, N.C.

John Knox, Marietta

Ralph C. and Dorothy L. Hendricks, Reno, Ohio

Organizations may apply for J. Mack Gamble Fund grants by writing S&D's secretary or to any one of the Fund's three trustees, said Bert Fenn in concluding his report.

Jack Custer reported an eventful year for the Middle Ohio River Chapter of S&D. The cruise on board the DELTA QUEEN from Cincinnati to Nashville. July 21-26, left pleasant memories with the voyagers, so much so, another DQ trip is being considered.

Alfred Kleine-Kruetzmann, curator of the Inland Rivers Library, Cincinnati, reported as available a 100-page supplement to the original Index. The supplement updates the library collection to the fall of 1989. The packet BETSY ANN graces the front cover. Copies of the supplement are available for \$5 the copy by addressing Inland Rivers Library, The Public Library, Eighth and Vine, Cincinnati, Ohio 45202.

An impressive list of recent acquisitions, including valuable material from Alan L. Bates, enhanced the river collection this past year. Alfred introduced Richard Able, head of the Public Library's history department. On display at the Inland Rivers section through the end of 1990 were many cases of relics exhibited in celebration of the 100th year since the formation of Greene Line Steamers.

John Briley, manager of Ohio Historical Society's Marietta properties, was in an up-beat frame of mind as he related of changes and additions to the River Museum. He told of the placing of the large George Schotten PIONEER model, of the replacement of the slide show with a large-screen TV and tape program, and of the revamping of several exhibits including new display cases for the John Beatty tool collection. The PIONEER model has proven a great attraction for youngsters visiting by bus from all over the state of Ohio, as well as locally.

Mary and Frank Parker, Shavertown, Pa.  
Nancy Carpenter  
Ted and Deane Topper  
Helen Hewitt  
Helen May Topper  
Jim Swartzwelder, Pittsburgh, Pa.



The top deck of the VALLEY GEM on that warm, sunny afternoon of Sept. 15th was ideal as S&D explored the Muskingum. Ann Mallinson snapped these two pictures of utter contentment. One of the late Capt. Tom Greene's recurring pipe dreams was to operate tours between Marietta and Zanesville, and little did he suspect that his children would be testing his ambition in 1990. Little wonder that picnicking was popular aboard the LORENA, SONOMA, ZANETTA and the others.





Board chairman J. W. Rutter pointed out the need for a statement by the Board for authorization of expenditures. C. W. Stoll moved the following resolution:

"The Treasurer shall be authorized to pay duly approved bills for 1) up to \$300; 2) those submitted by Richardson Printing for printing and mailing of the S&D REFLECTOR, 3) secretarial expenses for membership supplies and postage with proper accounting to the Treasurer; 4) annual meeting expenses including the guest speaker, reception costs, etc."

The motion was seconded and after discussion was adopted by voice vote..

Asked by the Chair if he had words to say, Ye Ed said he was overjoyed to be counted present, recovering from about five weeks drydocked in a Marietta hospital and recovery home. He appointed a nominating committee of three, Wilbur Dow, Jane Greene and Bill Judd, to recommend a slate of S&D officers to serve for the following year.

Jerry Sutphin discussed the "Always A River" project which proposes to tour an exhibition barge from Pittsburgh to Cairo in 1991 with 19 stops scheduled. Jerry encouraged S&D members to become involved.

Charles Henry Stone, acting in the absence of Bert Shearer, told of the activities of the O-K Chapter of S&D, and of its hopes and aspirations toward the creation of a permanent river museum at Point Pleasant. (Photo of the building is shown in this issue).

**N**OON LUNCHEON, served in the hotel at a special S&D seating, seemed to please the multitude as they licked their platters clean. Due to the scheduled ride on the VALLEY GEM the usual introductions were omitted, a real lack inasmuch as your president was accutely conscious and pleased to realize that many "first timers" were present, some from long distances.

The VALLEY GEM excursion was a real treat. This Saturday in mid-September was warm and balmy as we headed up the Muskingum.

A brief stop alongside the W. P. SNYDER JR. turned out to be one of special significance. Bill Gibson of the National Park Service out of Chillicothe, part of the U.S. Ddepartment of the Interior, presented a plaque designating the SNYDER a National Historic Landmark. Superintendent Gibson said there now are 85 floating landmarks,

Amos Loveday, chief curator of the Ohio Historical Society, was down from Columbus for the event. "It is hard to realize that the first time I visited aboard the SNYDER, at the age of eight, I fell off the deck had to be fished out of the water." he recalled.

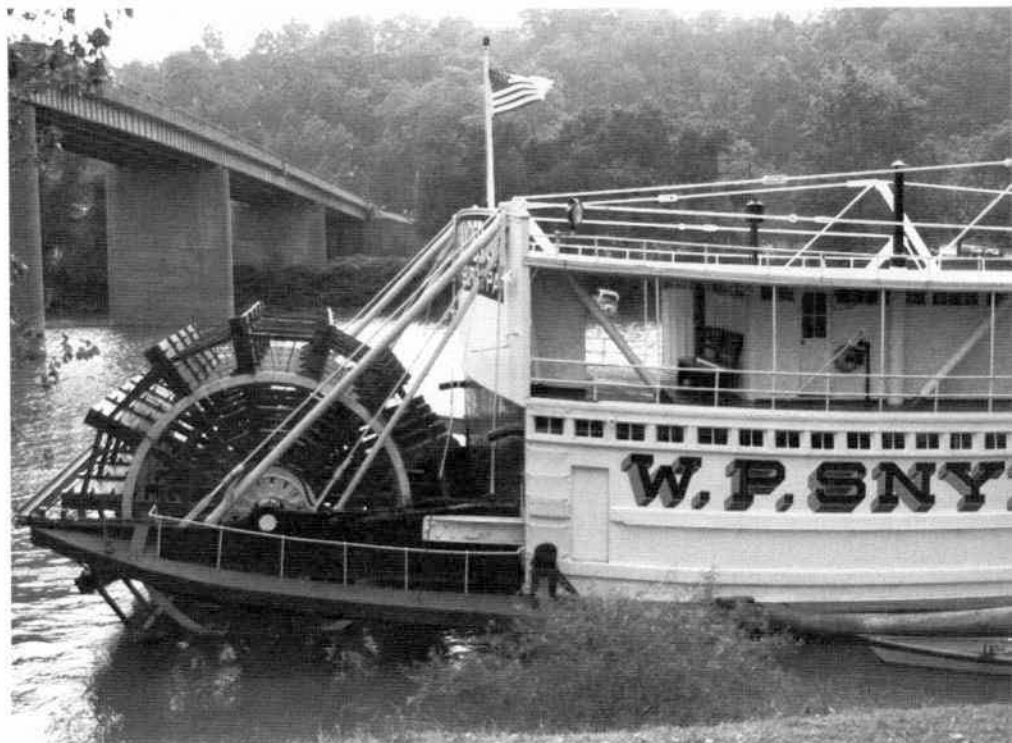
OHS's Marietta manager John Briley accepted the award in behalf of OHS and S&D.

Dave Thomson of Sun Valley, Calif. introduced himself, having virtually crossed the U.S. to attend his first S&D meeting. Dave provided those dandy front and back covers for the September issue.

Other first-timers were our featured Saturday evening speaker, Perry Moran, and his wife Helen.....

Also we were pleased to welcome Mike and Linda Shinkle of East Peoria, Ill. and Ted Shinkle of Miami, Fla., descended from the Covington, Ky. Shinkles who were big in packets and towboats.

Ernie Gabler, Box 301, Greensboro, Pa. 18338 handed us a copy of the August 1990 issue of "Voice Of the Mon," newsletter of The Monongahela River Buffs Association. Ernie is curator emeritus. His group has a lively river museum at Monongahela, Pa., occupying



**W**HEN JOHN BEATTY finished building this new paddlewheel on the W. P. SNYDER JR. it was capable of shoving boat and tow from Warsaw, Ky., where the work was done, back to Marietta, without putting a wrench to a stirrup. But, of course, despite \$230,000-plus of renovation, the ancient towboat would fail Coast Guard inspection. This drawback did not hamper Dave Thomson from taking this picture Sept. 14th last, as his flight of fancy saw coal smoke again rolling, steam hissing, and the aroma of hot oil scenting machinery.

the second floor of a pharmacy at 500 Second Street, open to visitors Saturday and Sunday 2 to 4, and Tuesday through Thursday, 6-7:30.

During the whole boat ride Ye Ed was anchored at a table, lower deck, on loan from a "rest home," so called, located in Marietta. Bill Kelley stopped by to tell me that the pitmans on the JULIUS FLEISCHMANN were personalized--a girl's name painted on each; MISS EDITH and MISS CATHERINE. Wilbur Dow brought me a hot dog in a bun and a taste of beer. Then Woody Rutter came by holding an armload of steamboat photographs he had gathered from my "mess room" at 121 River while ridding up. He dumped them on a table and announced they were free for grabs. Judging from the mob scene which resulted I would nominate this event as a success and a surprise, even to me. Reminded me of late winter evenings when one of my chores was to throw heated mash to about 30 hungry Rhode Island reds. S&Drs enthused to me about pictures they had found in the unedited heap. Most of those scenes had been used in past issues of our magazine.

I am reminded that several weeks after S&D had brought the W. P. SNYDER JR. under steam from the Monongahela River to the Muskingum I came upon Mr. Snyder in a Sewickley hardware store. "Fred," said Mr. Snyder, "we made one bad mistake on that trip - we should have gone right on down the river to New Orleans while everybody was having such a good time."

The VALLEY GEM ride was over all too soon. We have been speculating about the possibility of exploring one or more of the Muskingum's canals during a future S&D get-together.

Donald McDaniel handed me his Sept. '90 showboat newsletter, eight single-spaced pages loaded with his adventures uncovering details of the showboat saga. In this issue, his 25th, Don quotes from a letter J. Mack Gamble wrote in 1949 to G. Harry Wright, showboat

specialist of that day and time.

Snuck off to my hotel room to gloat through some of the pages of the very new Steam Towboat Directory which Ohio University Press had released at S&D. Was impressed with the three-column boat listings and the bold type used for each boat's name. The six eight-page photo sections were selected from several hundred candidates. The final selections were chosen to represent various types of towboats, from negatives and prints of high quality. Copies are available at \$34.95 per copy, plus \$2.00 for shipping and handling the first book, and 50¢ each for additional books. Address; Ohio University

Press, Scott Quadrangle, Athens, Ohio 45701.

Kurt and Helen Swan came to my room bearing gifts. Helen gave me a tray of her home-baked assorted cookies and Kurt contributed an excellent picture he had taken of the submarine recently transferred from Tampa to Pittsburgh (see elsewhere in this issue).

**P**HOTOGRAPHS accompanying this S&S story include a dandy taken by Eileen Daily at the cocktail party staged by the Middle Ohio River Chapter of S&D prior to the Saturday evening banquet. Jack and Sandie Custer and Lucy Stoll were hosts. Lucy's daughter Susan Burks appears in the picture.



**B**RUNNHILDE B. and James V. Swift aboard the VALLEY GEM, pictured by Dave Thomson. Jim Swift, patriarch of The Waterways Journal, these days is listed as Contributing Editor. Hundred of WJ readers turn first of all to Jim's old-time river stories and look at the photographs he's dredged up. Jim usually aims his lead selections to dive-tail with a timely and current river event, and he uses letters from his fans to amplify his past columns. On Jimmy's page the WJ also runs a full column of Twenty Years, Forty Years, Sixty Years and Eighty Years Ago tid-bits culled from old WJ issues. His reports on S&D meetings class him as a top-notch reporter well endowed with skill in handling current topics.

The speaker of the evening was Perry Moran, by invitation, first v.p. of Delta Queen Steamboat Company. He arrived from New Orleans accompanied by his wife, Helen, both S&D first-timers. We asked Perry was he one of the New York tugboat Morans, and he said indeed he is, and once had a brief career at tugboating with the family firm.

Perry traced the centennial of Greene Line - DQ 1890-1990 assisted with slides handled by Patti Young and Woody Rutter. It all went off slick as two whistles, the story from the H. K. BEDFORD to the current project of putting a new hull on the DO.

Since writing the above lines a reception was held in New Orleans (black tie, no less) for Perry's retirement, a wing-ding that brought in well-wishers from all over the U.S. Retirement it really is not; he's being retained as a DQ Steamboat consultant on a part-time basis, so we hear, and so we hope.

Followig an afternoon on the Muskingum S&D's bard John Hartford limbered up with a bewitching LORENA, bringing down the house. The real-life Lorena one

time lived in Marietta and they say to her dying day was loath to admit that the big hit Civil War song was composed with her in mind. All afternoon I had been marvelling about the steamboat LORENA going whippety-clink up and down the Muskingum making it through those small locks and through snaky canals, rain or shine.

The nominating committee's Bill Judd, guess what!, found for the reelection of all S&D officers for another year. Bill heads up Judd Marine in Cincinnati, and we understand he is about to occupy, or perhaps has by now, a home in New Richmond, Ohio. C. W. Stoll, chairman, found complete accord by voice vote. The natives may be becoming restless; 1991 is the 50th year of no change in the presidency.

A few red maple leaves were floating in the Muskingum as good-bys and hugs were exchanged Sunday morning. Sons, daughters, grandsons, granddaughters once again had paid respects and remembered their river forbears.

#### PLANS REVISED

Concluded from page 3.

The vessel that Gilbert [marine architect of Boston, Mass.] has designed for us is a true sternwheel vessel, the paddlewheel being turned by an SCR drive system designed by Rittenhouse in Peoria. The overall length is now 214' with a wetted beam of 44' (48' over the guards). The basic premise of her design was to maximize usable interior space, at the expense of open deck space, up to the point that her authentic steamboat appearance would have been effected.

It was at this point that the issue of riverboat gambling ("gaming" as it must be called in Las Vegas) begins to effect the boat's possible construction process. The PRESIDENT will be amongst this new "gaming" fleet, fresh from another \$7 million refurbishing. We, believing that we have no other choiuce if we are to protect our position at the New Orleans' riverfront, have joined in a joint lobbying effort with Delta Queen Steamboat Company and New Orleans Paddlewheels.

The CITY OF NEW ORLEANS, as she is presently designed, would make a fine gambling vessel. If her present dimensions were somewhat enlarged she would make a magnificent gaming vessel. It would now seem shortsighted to build a large dinner boat (as we had heretofore been planning) only to feel compelled to convert that boat to gaming. So we feel that we must now divert our original intentions and start upon a path which we believe we have little choise but to follow.

Ed. Note: The NATCHEZ is 236 x 38 (hull) so the projected CITY OF NEW ORLEANS may equal or surpass her in length, and have a hull six feet wider (44').

Recent transfers to the Ohio River Musaeum, Marietta include elk horns from the BETSY ANN: also paddlewheel, pilotwheel and fancy stacks from the "big" LADY GRACE.



Surprise party! On Monday noon following S&D Ye Ed was dragged by the heels to the second floor diningroom at Arbors, where he was incarcerated, where, lo and behold, were gathered the persons above at a special table. From the left: Jeff Spear, Cap'n Doc Hawley, Bee Rutter, me, and Catherine Remley. -Photo kindness of Susie, the excellent nurse in charge of therapy.

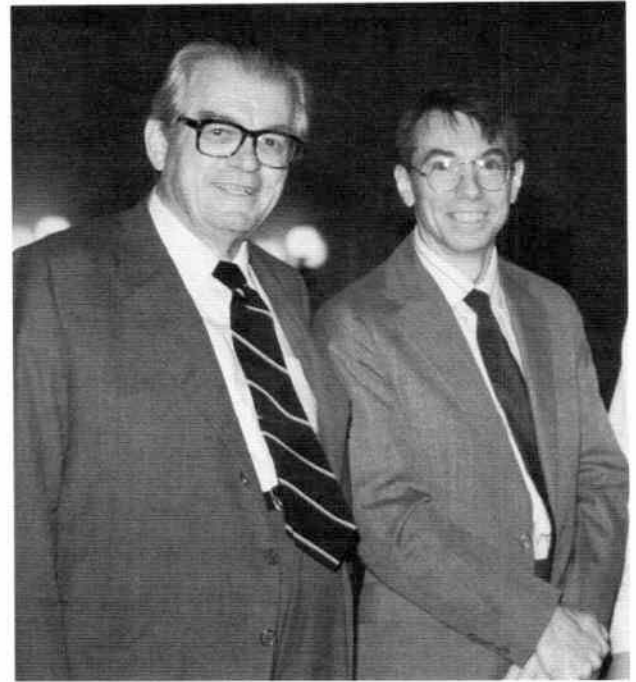
John L. and Sharon Fryant of Alexandria, Va. (left). Elsewhere in this issue John relates details he has sleuthed concerning our September back-page Cooley's AMERICA, alias WINFIELD SCOTT. The name of the movie was not "Magnolia." Jack and Sandie Custer are planning an MOR trip to Hermann, Mo, (among other jaunts - see news columns.)



The Middle Ohio River Chapter of S&D hosts its annual cocktail hour prior to the Saturday banquet. Jim and Jeanne Haley and Lucy Stoll's daughter Susan stand by as Lucy (far right) dishes up. All three pictures on this page by Eileen Daily.

Gary and Connie Frommelt, who in odd hours, are revitalizing the stern-wheeler LOUISE at Guttenberg, Iowa. Gary, with steam and diesel license, has been chief engineering the PRESIDENT.

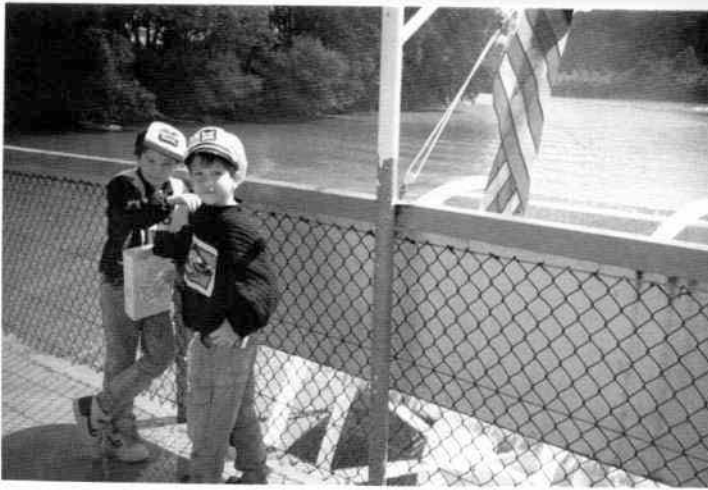




ABOVE: Bert Fenn (left) and Alan Hess.  
 BELOW: Julia Thomas.  
 LOWER LEFT: Lucy Stoll and Cap'n Doc Hawley.  
 -All are Eileen Daily photos.

One hundred months have passed, Lorena--





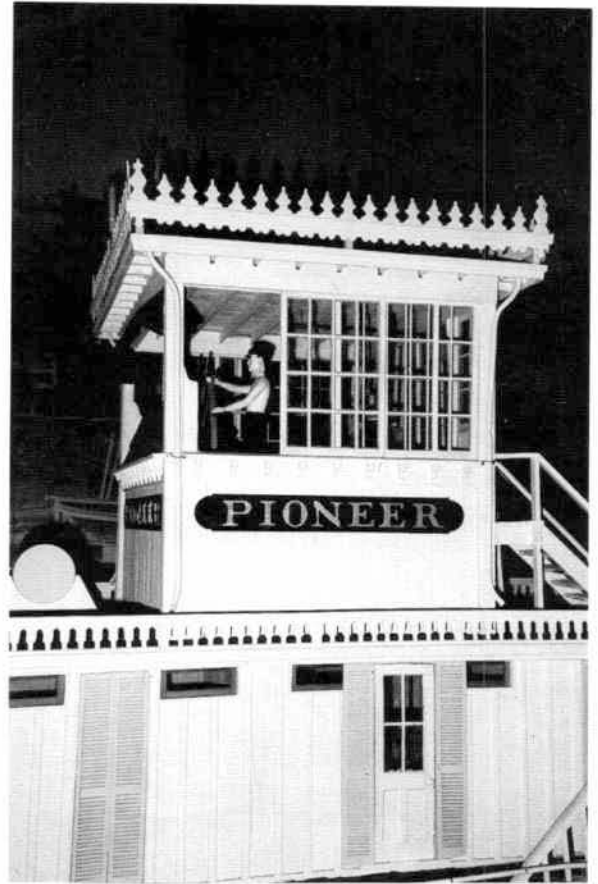
A new generation of steamboaters. These two young gentlemen (both six) were riding the VALLEY GEM when Judy Patsch asked them to pose. Mickey Frye is son of Mickey and Linda Frye, and Cam Hawley is son of Ken and Karen Hawley.



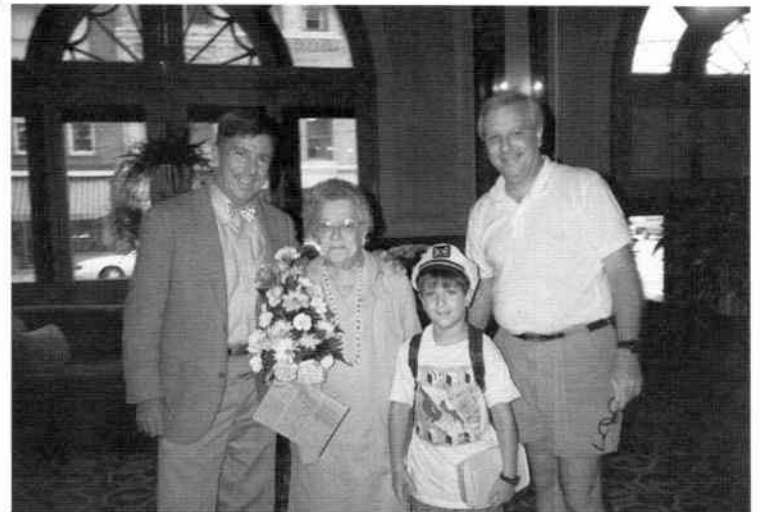
Alan Bates with both arms holding prizes was snapped by Gary Frommelt. Eileen Daily shares congratulations with Alan as he receives a well-deserved trophy for his many river-related accomplishments.



Judy Patsch snapped these three whose friendship together dates back to the GORDON C. GREENE: Tom Greene, Ann Putnam Mallinson and Jane Greene. Far right are Helen and Perry Moran.



Wooden pilot standing 24-hour watches aboard the PIONEER at the Ohio River Museum, Marietta. -Pictured by Keith Norrington.



Celebrating her 86th birthday was Grace Hawley, pictured with her sons Cap'n Doc and Ken, and grandson Cam Hawley. Picture by Judy Patsch.



S&Drs boarding the VALLEY GEM in the Ohio River at the Marietta public wharf. For the benefit of future historians the lonesome bridge pier is a hangover from

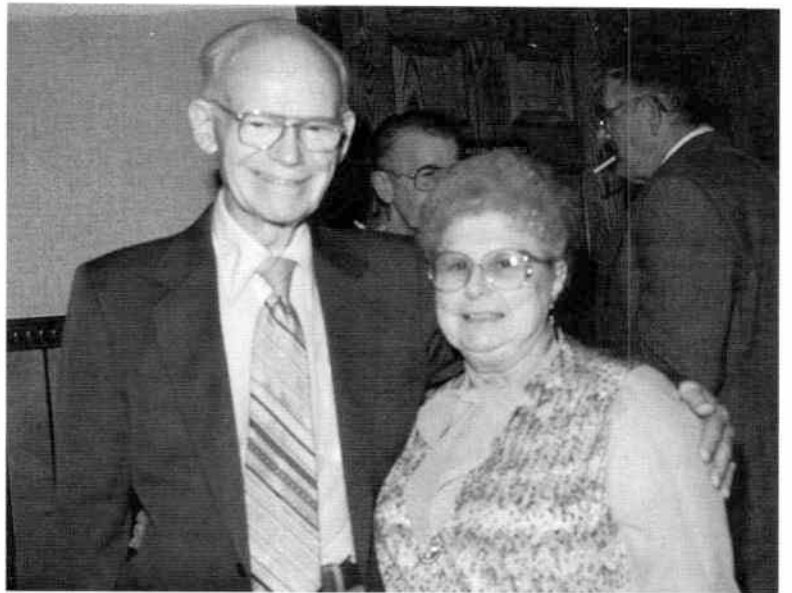
the original Marietta-Williamstown highway and street car bridge, retained to support a new bridge not yet built. -Photo by James V. Swift.



Perry Moran in action. Photo by Eileen Daily.



At the head table Saturday evening Sept. 15: Standing, from left: Speaker of the evening Perry Moran, Tom Greene and Gordon Greene. Seated: F. Way, Jr., Mary Greene Stewart and Letha Jane Greene. -Ann Mallinson photo.



TOP LEFT: Dr. Frank Pollock (left) and Prof. Fred Way III.

TOP RIGHT: Gene Grate of Middleport, Ohio, and Delly Robertson of New Richmond, Ohio.

CENTER LEFT: John Robertson, Dianne Duncan and Delly Robertson.

Center right: Capt. Clare Carpenter, winner of the DELTA QUEEN trip.

LOWER LEFT: J. W. (Woody) Rutter.

Eileen Daily photos all.



RIVER ORIENTED  
"STEAMBOAT HOUSE"  
GOES AT AUCTION

=We do not have a good picture of this "Steamboat House." Here's hoping some good soul sends one for inclusion in the March issue.  
-Ed.

A dramatic auction in New Orleans on Saturday, Sept. 15, 1990 happened as S&D met at Marietta. One of the two quaint "Steamboat Houses," plainly visible from the river, was rescued by a surprise bid.

The event made the front page on Sunday's New Orleans Times-Picayune. The story by staff writer Lynne Jensen follows:-

Noemie Doullut Fortier sat at the edge of the auction tent, hugging her granddaughter and fighting back tears. Behind her stood her home on the Mississippi River, the historic Steamboat House her grandfather built 85 years ago. Soon it would be sold to the highest bidder.

But when the auctioneer's gavel sounded at \$110,000, Fortier's tears sprang from joy. The highest bidders were her sister Thelma's sons, Don and James Gagnon.

"You're not losing your house," Don Gagnon told Fortier, her tiny frame trembling as though she had just witnessed a miracle. "We knew you couldn't keep it any longer, but now we can."

Aunt and nephew embraced, and the crowd of curious sightseers and serious bidders beneath the red and white tent began to buzz as they learned the home's fate.

"It's the jewel of the neighborhood," Elizabeth Blaise said, standing with Holy Cross Neighborhood Association members. "We were so concerned about who would buy it. Now we're really relieved."

Fortier's grandfather, riverboat captain and ship-builder Milton Paul Doullut, built the Steamboat Gothic house in 1905 to remind him and his wife of their mari-

time careers. Mary Rhiner Doullut also worked on the river most of her life.

Called Steamboat Gothic because of its resemblance to the steamboat, the three-story house at 400 Egan Street is filled with nautical nuance and topped by a pilothouse belvedere that offers a mighty view of the Mississippi River.

The house was placed on the register of the Louisiana Historic Landmark Commission in 1977.

"You really can't describe this kind of place," auctioneer David Gilmore said. "I've never seen this kind of detail. This guy (Doullut) had to be a genius in his time."

Gilmore, of Gilmore Auction & Realty Co., and real estate agent Francis Braud, Jr. of the Braud Co. said auctioneering off the house was the best way to sell it.

"It had never been on the market before," Gilmore said. "I felt on auction day, true market value would be achieved."

The house was the first of two steamboat houses built in the Holy Cross Historic District. The second was built across the street in 1913 by Doullut's son, Paul, who was Fortier's father.

Fortier, 78, moved into the original house after her grandfather died in 1928. "I came over to live with my grandmother and inherited the house after they both died," she said. "I raised my children here and my grandchildren."

But though the house has remained true to its original design, the neighborhood hasn't.

Fortier recalled how she and her four sisters traveled to the Academy of Sacred Heart on St. Charles Avenue in a chauffer-driven car. She stood talking near the kitchen window which looks out onto a boarded-up house, one of many empty houses in the area.

Fortier, a widow, has lived in the house alone for some time. She recently decided it was time to move in with her daughter Mimi, in Kenner.

"The first generation lived in the area but the

new generation moved away," Fortier said. "Things are changing."

Fortier's granddaughter, Cindy Fortier Smith, lives in Texas. She came back to New Orleans for the auction, and to take what she thought would be her last tour of the house.

Smith, 26, climbed the stairs to the room where she slept, raising her eyes to stare again at the intricate pressed-tin ceiling. She giggled about games of hide-and-seek and sighed of how the auction tent reminded her of the family weddings held out back near the levee.

During the auction, she sat with her grandmother, trying not to look or listen. When it was over, she began to cry, not knowing it was her cousins who had made the final bid.

"When I found out they bought the house I just ran and hugged them," she said.

"We decided to do this several weeks ago." Tom Gagnon said. "We have a very deep interest in preserving it."

Don and James Gagnon's fascination with the Steamboat House is much the same as their grandfather's. They, too, are riverboat pilots.

Plans might include making the house a maritime museum, Don Gagnon said. "But for now, our main concern is to keep it in the family."

"I'm going to live here with my children," he said. "I'm going to be a 9th Warder again."

Sirs: Don't worry about the REFLECTOR. I've met you twice. I'm sure you don't know me, but I'm an S&D fan.

J. P. Thornbury,  
2537 N. Waynesville,  
Oregonia, Ohio 45054

=Today, Dec. 22, 1990, Ye Ed has the Dec. issue ready to hand to the printer. Usually takes about a month in Richardson's shop to complete and mail. Now for the March 1991 issue! Incidentally, the December issue runs 48 pages as usual. -Ed.



Sirs: I imagine it was your father that I met some years ago when I worked on the TOM GREENE as second clerk and played saxophone in the orchestra. Stogie White played the drums, Tom Greene on the banjo, and I believe the piano player was named Winters. My first trip on the TOM was a charter by the Elks Club of Huntington to the Kentucky Derby, about 1929 or 1930.

I also worked on the CHRIS GREENE, and was on the QUEEN CITY when she made her last voyage. The QC was commanded by Capt. Ralph Emerson who had lately finished a stint at the World's Fair in Chicago. I am not sure of the date but Mr. James V. Swift of The Waterways Journal suggested I write you. (Sept. 1933. -Ed.)

Are Tom and Chris still

living? And what became of the TOM GREENE and CHRIS GREENE?

I now am 84 and served in Army Intelligence in Europe during WW2.

Tom Butterfield,  
727 \$th Ave., Apt.  
204.,  
Gallipolis, O. 45631

=Mr. Butterfield's typo (\$th) is unfortunate. Maybe Bill and Marga Smith can look him up. -Ed.

The Sunday School lesson was about Noah's Ark and the teacher asked the children how they thought Noah might have whiled away those 40 long, dreary days.

"I bet he spent a lotta time fishing," suggested one youngster.

**D**OROTHEA FRYE has been rooting around in New Orleans and now hear this: "The highlight of the trip for me was finding the gates and iron fence that once graced James Robb's New Orleans mansion. I had no idea they were still in existence until I saw a picture in a book "Southern Comfort" that Capt. Doc Hawley lent me. There was no indication of where these gates were now located and it took us three days to find them finally at the Baptist Theological Seminary way out on Gentilly Boulevard. The Seminary uses the gates as their logo on printed material." A large 1852 side-wheeler, built at Cincinnati, was named JAMES ROBB (Way #2948) for this "father" of the early railroad connecting New Orleans and Morgan City, La.

"He couldn't," retorted his friend. "He only had two worms."

-Contributed by Delly Robertson.

Sirs: You've been so kind to others, so thoughtful and so nice, I hope for just a little while you'll follow this advice - Rest and take it easy and let others care for you, so you'll soon be up and out, and feeling good as new.

Bill Stinson,  
1317 Coronado Road,  
Port Vue, Pa. 15133

=Bill and Marian Stinson are two of the most highly regarded persons in the Monongahela valley. -Ed.

## SHAKERTOWN

## MOR Stages Lively Meet

by Fred Rutter

The Middle Ohio River Chapter of S&D met at Shakertown, Ky. on October 27, 1990. There were 38 in attendance, including Jim Bupp and his wife from the OK Chapter. Most of the day was spent wandering about the village viewing the fine Shaker buildings and artisans at work.

This Shaker community was founded around 1820. It was not long thereafter that these industrious folk blasted a road through the rock of the Kentucky palisades to reach the Kentucky River and they established a landing just below the mouth of tributary Dix River. From here they shipped their manufactured furniture, household goods and seeds and farm produce to river markets by flatboat and steamboat.

Following a fine Shaker supper we occupied the meeting room for an evening program. David Foster, fellow member and marine salvager, displayed various artifacts he had accumulated over the years of his investigations. He displayed copper steam pipe with brass fittings and lead connections with a lead clean-out cap dating in the 1840s, an oil lamp from the Nashville wharf, a paddle-wheel key, and part of a bale of cotton from a packet that sank in the 1870s. He purposely did not disclose the sites or boats involved.

The program was rounded out with several videos. The first was Cap'n Way's 1928-1937 movies, provided by M'Lissa Kesterman of the Cincinnati Public Library. High spots included the SENATOR CORDILL in action and after her sinking at old Lock 14, Ohio River; the QUEEN CITY in action, and shots of the two races at Cincinnati between the BETSY ANN and TOM GREENE. C. W. Stoll provided the narration, along with asides from Jack Custer.

Next came the Boblo boats COLUMBIA (1902) and the STE. CLAIRE (1910) which still operate on the Detroit River. Both are steam and have triple expansion en-

gines.

Lastly came the GENERAL JACKSON at Nashville.

The following day we took an hour-long cruise on the Kentucky River. We boarded the DIXIE BELLE at Shaker Landing, went under High Bridge, and upriver by the palisades, admiring the fall leaves.

Upcoming MOR meetings are scheduled to Covington, Ky. in April, Hermann, Mo. in June, and Knoxville, Tenn. in October.

\*\* \*\* \*

The Middle Ohio River Chapter of S&D reportedly has accepted an invitation from the Midwest Riverboat Buffs to join them in an excursion to Hermann, Mo. for a joint spring meeting set for June 15, 1991.

Barbara Hameister proffered the personal invitation for the joint meeting at Keokuk, Iowa, where the Midwest group convened last October 20th.

The Buffs at this meeting unanimously reelected all officers: Robert E. Soule, president; Robert L. Miller, first v.p.; John Miller, second v.p.; Judy Patsch, secretary, and Charles F. Anschutz, treasurer.

Charles Anschutz announced that there are extra copies of some River Ripples (name of the Buffs' magazine) available. These are the fall issue of 1977 through 1979, 1983 and 1985; spring 1973, 1975, 1977 through 1980; 1982 and 1963; and winter 1974. These are priced \$1 each and may be secured from Anschutz at 14 Rambo Drive, Keokuk, Iowa 52632.

-Thanks to James V. Swift for the above, from his column in The Waterways Journal, Oct. 29, 1990 issue.

Sirs: You may be interested to know that I have been giving my back copies of the S&D Reflector to the Philadelphia Maritime Museum library. They seem glad to have them, and they are being read there, although the Ohio is far removed from Philadelphia.

I have not been active lately, as I've had two

strokes in the past year. They both caused some paralysis in left arm, hand and leg, but I hobble around my house on a cane. Am using a word processor, a lifesaver as my writing is worse than ever.

Edward O. Clark,  
106 Dolly Lane,  
Chalfont, Pa. 18914

=Ed Clark is ex-editor of Steamboat Bill, honored quarterly of Steamship Historical Society of America, and one of the best they've had. -Ed.

Sirs: My husband and I missed the September S&D meeting but hopefully we are planning for next year.

Recently I discovered [a picture of] the Union Barge Line's landing on the Monon River, and am quite certain that the houseboat in view is the one where my Daddy, "Hapsee" Abels was landing man 1929-1941. This was our home. The thrill of discovering our houseboat was nostalgic to say the least.

Mary Lou Faett, (Mrs.  
Norman J. Faett, Jr.)  
900 Washington Road,  
#34,  
Pittsburgh, Pa. 15228

## THE FRONT COVER

The GORDON C. GREENE wending her way up the Ohio River. This photo portrait was recently found by Dave Thomson who sent it to Ralph DuPae for inclusion in the University of Wisconsin's collection in the Murphy Library at La Crosse. The original was from an 8x10" glass plate taken by the late Paul Briol of Cincinnati. Capt. Tom Greene set Paul ashore with camera and tripod, then staged a "pass by" with coal smoke billowing, upbound at Pipe Creek.

"The Steam Towboat Directory is fantastic; I'm marking out items of special interest," writes Russell M. Lintner. "Every S&D member should own a copy," he adds.

Word comes to us from Larry Walker that the Inland Rivers Library at Cincinnati has added several log books kept aboard Albert Bettinger's private yacht RAMONA. Says Larry: "So far I haven't had opportunity to do much more than scan the contents, but enough to assure me that this 'find' is a good record of the travels and useage of the boat, and includes a record of who traveled on it. Evidently Mr. Bettinger entertained many of the important people of his day."

The RAMONA acquisition includes an oil painting which once was on the fore or aft cabin bulkhead, about six feet long. It depicts the RAMONA hitched to a small excursion barge. Also there is a collection of news items about that boat. The donor was Ken Schlacter. Larry did not know Ken Schlacter's identity (and neither do we as this is written -Ed.)

Marine artist John Stobart made a personal appearance last October aboard the SPIRIT OF AMERICA at Covington, Ky. The elegant diningroom's steamboat decor is keynoted with an original oil painting, 20" by 32", titled "Cincinnati, A Panorma of the Queen City from Covington's Riverfront in 1866." by Stobart, and the dining area is named "Stobart's."

The inaugural party was hosted by Ben Bernstein and his partner Gary Wachs, an invitational affair held on Thursday, October 18th.

Robert H. Rea, native of Clarington, Ohio, and retired loackmaster of old Lock and Dam 14, Ohio River, died on Monday evening, October 29, 1990 in City Hospital, Bellaire, Ohio. He was 88.

Bob was a long-time member of S&D. He was preceded in death by three sisters and one brother. His wife, Elaine Litton Rea survives him.

Burial was in the Clarington Cemetery.

The kick-off for the annual Sternwheel Regatta at Charleston, West Va. (held two week-ends before S&D) was a two-night showing of the late Bob Barr's stage play, "Steamboat Man."

Bob wrote the play in 1981. He was brought from a hospital to see and hear the initial performance later that year, and died shortly after. The play was again staged in 1982, and for the third run in 1987.

This year's performance was undertaken by the Lakeview Theatre Co. of Morgantown, West Va. and was presented in the Civic Center at Charleston. S&D's Board member Bill Barr, son of the composer, lent technical assistance. The performance, running 2½ hours, was a sell-out both nights at \$10 for adults and \$5 for children under twelve.

All of the presentations thus far have been in West Virginia.

Sympathies are extended to William (Bill) Reynolds for the loss of his mother, Alice Simeral Renolds. Mrs. Reynolds, 76, died on Monday, October 29, in the Marietta Memorial Hospital. She had been recuperating from several strokes which had left her partially paralyzed and unable to talk. Her son Bill has been associated with the Marietta properties of the Ohio Historical Society for many years, well known to S&Ds. Services for Mrs. Reynolds were conducted at Stow, Ohio, and burial was in the Stow Cemetery.

A tip of the hat to editor Fred Rutter and Jack and Sandie Custer for the 6-pager "Riverview," issue of Sept. 1990. Editor Rutter covered the April Maysville meeting of the Middle Ohio River S&D Chapter. Jack expanded the Cincinnati-Nashville cruise aboard the DELTA QUEEN staged by MOR in July.

Sirs: I feel pretty sure that a lot of your readers will have already written to you about Ole Bull [Sept. issue, page 43, col. 2] in more detail than this note will supply. Still....

My guess is that the Ole Bull State Park in Pennsylvania is near the site of Oleana, the Norwegian agricultural settlement that Ole Bull tried to establish in Pennsylvania between September 1852 and September 1853. He made heroic efforts to raise money through his concerts, for the suffering colonists of Oleana, who were near starvation. Unfortunately the land was ill suited to agriculture, and Oleana, like other Utopian or semi-Utopian communities, failed.

Probably a good encyclopedia or biographical dictionary will supply you with more details about Ole Bull and Oleana than you need or want.

Edgar M. Branch,  
4810 Bonham Road,  
Oxford, O. 45056

The Hancock County (West Va.) Courier, issue of Thursday, Oct. 18th, 1990 blossomed forth with a series of photographs taken by Kurt Swan. Most of the shots were taken aboard the DELTA QUEEN at Wellsburg, West Va. on October 11th when Kurt and his wife Helen explored the boat, with emphasis on the culinary department.

The Hancock County Herald dates back to February 16, 1869 when its owners established at Fairview, West Va. (now New Manchester.) The current publishers and editors are Joyce L. Frain and Hugh C. Tate Sr. Kurt Swan tells us there is a direct relationship between this news team and the original publisher, John W. Plattenburg. The weekly regards itself as Hancock County's oldest Democratic newspaper.

Sirs: Enclosed are photos of the ARABIA's port engine, just prior to restoration. So far we haven't found the builder's name on it. Do you recognize it from the classic head casting?

The engine, doctor and paddlewheel are all in great condition and work is proceeding smoothly. Our plan is to put them all back in working order.

The boilers were built by Lyman Surb & Company, Pittsburgh, Pa. and are undergoing restoration work, also.

Has been interesting to find the engine and doctor painted bright blue! Was that a common color for machinery in 1853-56?

Any light you could shed would be welcomed.

Sonie Liebler,  
1612 Stewart Ct.,  
Manhattan, KS 66502

=Blue paint on steamboat machinery was verboten in my steamboating era. I have seen an engineer "river" a can of blue paint from the engineroom of the BETSY ANN. The taboo extended to the paddlewheel shaft, cranks, etc. -Ed.

A big fat clothbound river book lately received runs 489 pages and bears the imposing title: "PERILOUS JOURNEYS - A History of Steamboating on the Chattahoochee, Apalachicola and Flint Rivers, 1828-1928." The author is Edward A. Mueller, S&D member of long standing.

For good measure Ed has thrown in 270 photographs, illustrations and maps, plus a listing of all steamboats involved, and a jim-dandy index.

We intend to review Ed's new book in the March issue, and meanwhile you will make yourself happy by ordering your copy. Price is \$27.95 postpaid, from Historic Chattahoochee Commission, P.O. Box 33, Eufaula, Alabama 36027-0033. Phone inquiries are invited by calling 205/687-9755.

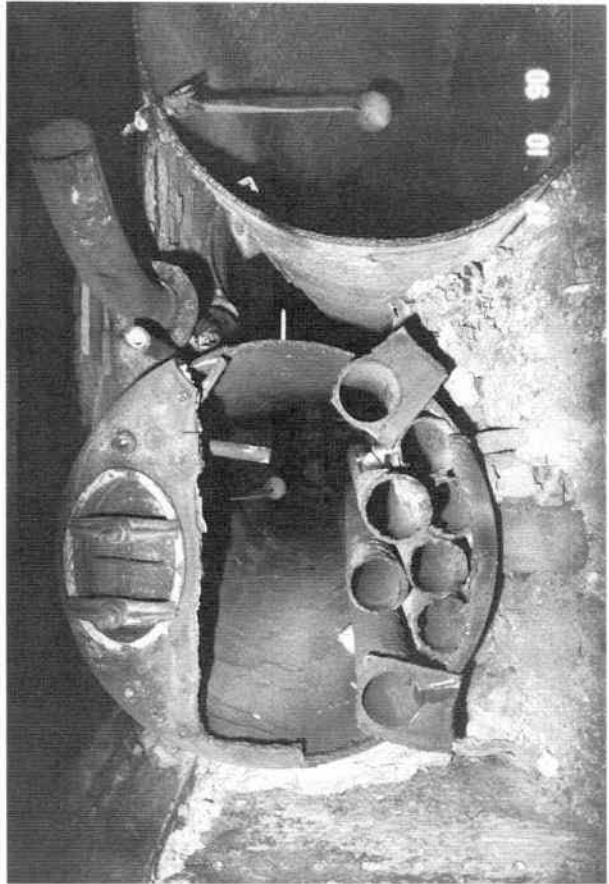


Side-wheel engine recovered from the ARABIA, a classic example of the "broadhorn" type, so called inasmuch as the "upper works" extended from the sides of the cylinder; not on top. The ARABIA was built at Brownsville, Pa. in 1853 and chances are that ARABIA's engines were manufactured there. The lower view is a close-up of the cylinder-head into which was cast the head of a smiling young lady, an adornment unique to steamboat engines, and which may help identify the identity of the shop where the ARABIA engines were made. This engine was found in place on the port side of the boat during the recent excavation of the wreck, buried in Missouri River mud since 1856.





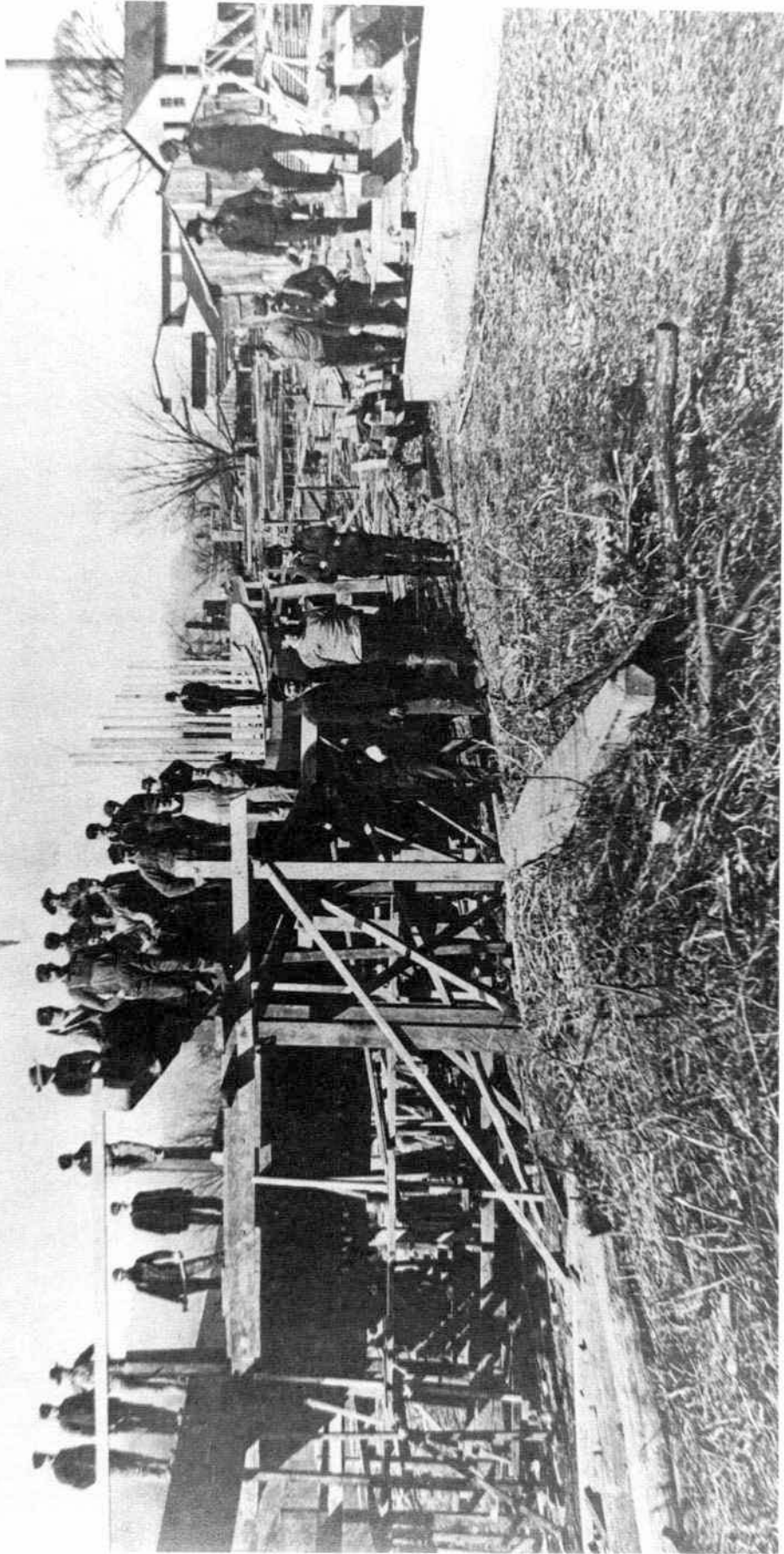
She started out as the palatial double-cabin CINCINNATI, became the excursion steamer PRESIDENT (later diesel prop) and now is ripped up the third time to become a gambling boat. Photos kindness of Gary Frommelt.





The BETSY ANN, also owned by Hay (Way to Hay) and which sort of mysteriously disappeared after Hay disposed of BETSY and her hull, sans upper works, became a barge. In 1944 I stood on the deck of that barge at Wood River, Ill.

The ALTAIR is pictured as she looked when owned by John I. Hay, shortly before he scrapped her after she sank at Seneca, Ill. in 1943. Ralph DuPae sent us this view taken we know not where or by whom. The whistle mounted above the pilothouse, it appears to us, is the one used on



Jack B. Hickman, 1839 Saxon Blvd., Deltona, Fla. 32725 surprised us with this rare view, building a towboat at the Hammitt yard along the Muskingum at the foot of Sacra Via, Marietta. Jack's grandfather E. V. Sheets is one of the workers in the scene, clearly identified by an arrow pointing downward. Mr. Sheets did not remember the name of

the towboat being built, but we suspect it to be the RIVAL for the Combine in 1903, which was given the machinery from the NELLIE WALTON. The RIVAL later was renamed WM. B. RODGERS. This is the only photograph of the Hammitt yard which has come to our notice.



Sirs: Hope you heard the DELTA QUEEN salute you on her whistle when she departed from Marietta upbound for Pittsburgh about October 19th.

As our mooring lines were let loose I overheard Capt. Gabriel Chengery spreading the word that soon we would be passing by your new "home" and he wanted a rousing salute from whistle and calliope as we went by you.

I kept watching windows and doors of places where it looked like you might be living and I did see a fellow by a window, a person I hoped was you. Maybe you really did hear us go by. We sure sounded off with "He's a Jolly Good Fellow," and a bunch of other happy tunes.

The DELTA QUEEN's fall foliage tour was a great ride from Cincinnati to Pittsburgh, the experience of a lifetime for me. The foliage was not as bright as it could have been, but the QUEEN was a true lady from the grand old days of stern-wheelers.

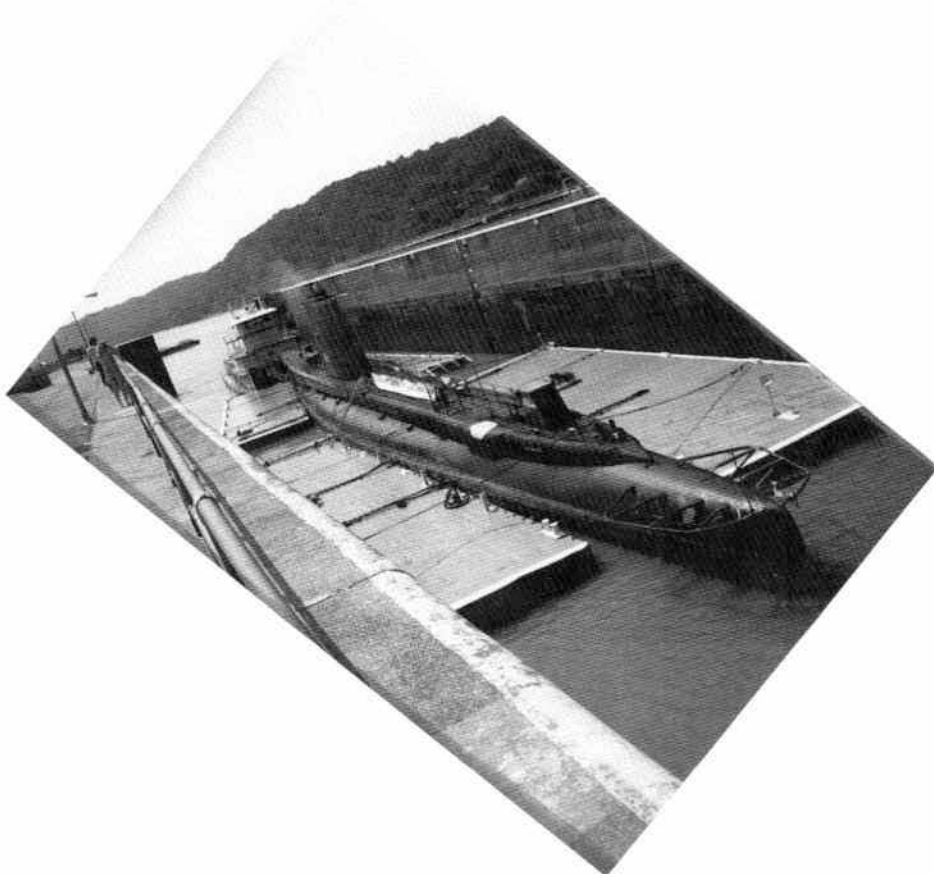
You have many friends you don't even know about. I'm glad The Waterways Journal gave out your new Marietta address.

Glenn S. Hensley,  
501 Taylor Young  
Drive,  
Kirkwood, Mo. 63122

=Glenn Hensley operates Mark 5 Enterprises; publication design, production writing and photography. While the DQ spent that hazy October afternoon moored at Marietta her skipper Capt. Gabe Chengery and her pilot Capt. Robert E. (Bobby) Powell visited with Ye Ed at the Arbor rest home in Marietta where I was confined and about fit to be tied. Was I ever glad to see those two celebrities! The place is too far back out 8th Street to see the Ohio River or even hear the DQ's whistle and so, shucks, I missed the parting whistling and calliope serenade. My thanks to Glenn Hensley (I don't know him) for his letter.  
-Ed.



U.S. submarine REQUIN attracted much attention along the Ohio River, the last lap of her journey from Tampa, Fla. to Pittsburgh, Pa. Due to deep draft she was slung between four barges. The view above was taken as she passed under the East Liverpool - Newell highway bridge by Kurt W. Swan on Sept. 3rd, 1990. Below is one taken in the lock at Gallipolis by Charles Henry Stone on Sept. 1st. Dredging was necessary to float her into her new moorings at Pittsburgh where she becomes a tourist attraction.



Crawsville, Ind., File No. 674.

Crawsville, Ind. June 26<sup>th</sup> 1912

The undersigned Local Inspector  
has this day granted an extension  
of pilot's route to David Boyles on the  
Ohio river from Crawsville, Ind. to  
Mt Vernon, Ind.

Order published Aug 27, 1912

The undersigned local Inspector  
has this day granted an extension of  
pilot's route to David Boyles on the  
Ohio river from Mt Vernon, Ind. to  
Crawsville, Ind.

**INSPECTOR**

**OF**

**PILOTS**

**AND**

**BOATS**

**INSPECTOR GENERAL**

No. 2, 2

P.P. File No. 4 446 File No. 1 34

June

INSPECTOR GENERAL

INSPECTOR GENERAL

INSPECTOR GENERAL

13182

James H. Williams  
Inspector of Boats

James H. Williams  
Inspector of Boats

ORDER GRANTED TO ACT AS FIRST CLASS PILOT

from this date on the Ohio river

between Crawsville, Ind. and Mt. Vernon, Ind.

for a period of 30 days

from the 26th day of June 1912

to the 26th day of August 1912

for the purpose of carrying on the business of a pilot

on the Ohio river between Crawsville, Ind. and Mt. Vernon, Ind.

and for the purpose of carrying on the business of a boatman

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## DAVID BOYLES' LICENSE

Sirs: While cleaning the attic this license was found in a nondescript pile of this and that. The most striking thing about it is that it has many endorsements extending his routes, all entered crosswise, if not fernix.

It was issued to David Boyles on June 21, 1910, at Point Pleasant, West Virginia. It testifies that he is a skillful pilot on the waters of the Ohio and Little Kanawha Rivers between Rochester, Pa., Ravenswood, W. Va., and Creston, W. Va.; also on Kentucky River between (also from two miles above Lock No. 12 to Lock No. 9 below Ford, Ky.) Ford, Ky. and Lock No. 9 on steamers of 50 gross tons and is hereby licensed to act as first class pilot on river steam vessels of any gross tons...

This was found to be confusing by me. In the restrictions he was limited to serve on vessels of 50 gross tons but in the same sentence he is allowed any gross tons: it seems inconsistent.

But Captain Boyles was not content with this license. He persisted in extending his routes. The first extension was along the Monongahela and Ohio Rivers from Upper ( ) to Pittsburgh, Pa., to Rochester, Pa., and was dated December 11, 1911. Next the Evansville inspectors endorsed him for the Ohio from Evansville, Ind. to Mount Vernon, Ind. on June 26, 1912. Then on August 27, 1912, it was extended from Mt. Vernon to Uniontown, Ky. Later that year, October 23, he was granted an extension from Evansville to Newburg, Ind.

This is an unusual license, covering three separate routes that are several hundred miles apart. Perhaps he took the train.

The inspectors' names seem to include James K. Kidney, William H. Clark, Isaac B. Williams, Charles G. Thomas, R. H. Williams and Wallace Tomey.

Alan L. Bates,  
2040 Sherwood Ave.,  
Louisville, Ky. 40205

=David (Davy) Boyles made his home in Parkersburg, West Va. when Ye Ed knew him in the 1920s, a spare-built, clean shaven pilot frequently called upon to pinch-hit for regular pilots. Davy was a friendly person, well regarded, and popular with those who knew him. I don't think he graduated to the larger boats, but was very much at home on the smaller fry. One time he owned the GAZETTE (Way #2217) and ran her on Kentucky River. He converted the ORIOLE (Way #4327) into a towboat in 1914, and at one time owned in the W. J. ROBERTS (Way #5644). We boated with him on the GENERAL BEACH and GENERAL PERSHING. -Ed.

Sirs: Could your readers assist me in a research project? I'm looking for information on John H. Sterrett, a well known master of the Galveston-Houston run in the 1850s and 60s. Sterrett was born in Pennsylvania in about 1814 and came to Texas in 1837. He was master of the stern-wheeler NEPTUNE (Way #4142) when that steamer raced the FARMER (Way #2014) from Houston to Galveston on March 23, 1853. FARMER's boiler exploded, killing Captain Webb and about thirty others. Sterrett faced harsh criticism from the newspapers for his role in promoting the race. After the Civil War, Sterrett brought the steamers ST. CLAIR and SILVER CLOUD (Way #4919 and 5109) to Texas. According to his obituary, these were the first new boats brought to Galveston after the war. For many years Sterrett served as superintendent of the Houston Direct Navigation Company. He died in Galveston on June 18, 1879, having "amassed more than a competence by the exercise of his head and hands" but "did not retain much of it, and died comparatively a poor man."

If any of your readers have materials regarding Capt. Sterrett, I'd sure like to hear from them.

P.S. We've received a lot of guidance from one of your

mainstays, Lexie Palmore, of the River Museum in Jefferson.

Andrew W. Hall,  
Texas Maritime Museum,  
P.O. Box 1836,  
Rockport, Texas 78382

The Summer 1990 edition of Steamboat Bill devotes many pages to a beautifully illustrated history of the great Atlantic liner AMERICA, written by Peter C. Kobler.

MORE ON WINFIELD SCOTT  
MOVIE DISCLOSED

Sirs: I have been doing some sleuthing on the silent film in which Capt. Cooley's AMERICA (temporarily renamed WINFIELD SCOTT) was shown on the back cover of the Sept. 1990 S&D REFLECTOR. Here's what I've unearthed so far:-

The film was not named "Magnolia." The correct title was "The Fighting Coward." It was a Paramount film, made in 1924, and starred Ernest Torrence and Mary Astor, among others. The film was adapted from a Booth Tarkington novel titled "The Magnolia," and according to the film buff I talked with, a lot of the action takes place aboard a steamboat. However, he hasn't seen the film for about 19 years and couldn't remember how much steamboat footage there was, nor could he remember the name of the boat.

I also learned the film was remade in 1934 and titled "Mississippi," or "The Mississippi." This version starred W. C. Fields, Bing Crosby and Joan Bennet. Wonder what steamboat they used for that movie? It certainly was not the AMERICA - it probably was one of the old California boats.

I intend to check with the Library of Congress to see if they have a viewable print of the silent film. Any S&Ds on the West Coast might check with film libraries out there. Sooner or later we'll find out how much film footage exists of Cap'n Cooley's AMERICA.

John L. Fryant,  
6508 Dorset Drive,  
Alexandria, Va. 22310

THOMPSON DEAN, ESQ.

Biography of This  
Who's Who Comes From  
a California Relative.

Two major side-wheel pack-ets built at Cincinnati bore his name (Way #5379, \*5380) and 14 steamers in which he was involved are listed in the Packet Directory. Lately we were favored with a letter from William Dean Lynch, residing in California, Dean's maternal great grandson. Mr. Lynch got in touch with us through Capt. Jim Coomer of the Cincinnati Historical Society, and sent along a stat copy of Thompson Dean's career, unsigned, and written while Dean was living in New York City. The complete text occupies over 20 printed pages from which we have extracted the pertinent story. -Ed.

THOMPSON DEAN, a pioneer merchant and capitalist, and at one time one of the most famous steamboat men of the Ohio and Mississippi, was born April 23, 1814, in Schoharie County, New York. Smith Thompson, his grand uncle, sat as one of the associate judges of the U.S. Supreme Court. Dean's paternal grandfather was a Quaker preacher at Middleburg, Schoharie County. One of his seven children, Moses, was the father of Thompson Dean. Moses was three times married, Dean's mother being his first wife, who died when Dean was four months old. The child was raised by his maternal grandparents at their home in Poughkeepsie. They moved to Indiana, near the Ohio River town of Aurora, when Dean was ten.

Here they farmed 75 acres. During Dean's early manhood a local group decided to explore down the Mississippi, and Thompson Dean accompanied them. They boarded the packet ARKANSAS at Aurora, which was forced to lay up at Louisville on account of heavy ice in the river. Four of the group, including Dean, decided to walk back to Aurora, but

found the going mighty rough in the wintery weather. They bought two horses to complete the journey home. This happened in 1832 when Dean was 18.

Two years later, in 1834, the young man secured a flatboat, loaded it with hay and other farm products solicited from area neighbors, and was about to shove off when his grandmother appeared at the landing and announced she was going along. Thompson Dean, with a sudden inspiration, went to the nearby tavern, sought out the landlord, Mr. Folbre, and asked him, "How would you like to take my boat down the river, and let me run the tavern while you're gone?" Young Dean became the boniface of the Aurora tavern for several months until Mr. Folbre returned from the Southland with \$2,800 to divide among the shareholders, plus having had a wonderful vacation. Grandma also was pleased; her chief concern was that Dean would get cholera, and she did not want him to go down the Mississippi. She stayed home.

After this successful venture of 1834 Thompson Dean was emancipated, in some measure, from manual labor. From that time forward brains and judgment guided his affairs.

Thompson Dean and Pamela Knapp were married on August 22, 1837. The bride's father was Hiram Knapp, a Methodist minister. Of this union were born five children; Emma, Alice, Harry, William and Charles Francis. At the time this account is written, Alice, William and Charles Francis are living.

Ed. Note: The biography from which we are quoting bears the date 1891. In addition to the two packets named THOMPSON DEAN, the Dean Line also owned two named ALICE DEAN, one named EMMA DEAN, and one named HARRY DEAN (see Way's Packets).

In 1835, two years prior to his marriage, Dean bought two flatboats, loaded them with 150 tons of hay, and ran them to Vicksburg. He bought the hay at \$6 a ton

and sold it at \$65 to \$70 a ton. The year of his marriage, 1837, he commenced running a general store [presumably in Aurora. -Ed.] and soon became a stockholder and director in the Lawrenceburg branch of the Bank of Indiana. In February 1839 he set off for Baltimore and Philadelphia to buy store goods. He was one week getting from Cincinnati to Baltimore by stage, and the goods he bought were sent by sailing ship to New Orleans, and by steamboat to Aurora, sixty days enroute. The magnitude of his purchases raised eyebrows in Aurora, then about 3,000 population. He organized an insurance firm in Aurora with which he was associated 1839-1850.

Dean up to 1848 had loaded 144 flatboats with wares sold in the South. All went through successfully save for four lost in a great storm at Natchez in April 1840.

In 1849 the owners of the packet MEMPHIS (Way #3895) were anxious to sell in order to avoid liability for loss of freight in a storm. Dean was one of the purchasers, his first venture with a steamboat. In 1852 Dean and others built at Cincinnati a replacement, also named MEMPHIS (Way #3896). Also Dean was a shareholder in a side-wheeler named CHICKASAW (Way #1008) built for the Cincinnati-Memphis trade in 1851. By now (actually 1850) Thompson Dean and family moved to Cincinnati, focal point of Dean's river interests. His boats plied the Ohio, Mississippi, Arkansas, Tennessee and White Rivers; and up to 1861, when the Civil War broke out, he had been involved in the building and operation of 35 steamers.

Dean was an avowed Union man, who uttered his sentiments with unusual frankness, this in spite of the fact that nearly all of his business ties were in the South. His holdings in boats which traded on the Arkansas River were transferred to his friend John D. Adams. One of his boats, the TYCOON, in which he acquired interest in 1862, (Way #5480) was seized by order of a Union officer

at Memphis in 1863 for transport duty. Dean made bold to take his objections direct to General Grant. After hearing him out Grant wrote an order ordering that Dean's boats were not to be interfered with, and provided Dean with a copy, which proved useful on several occasions.

In 1864 Dean and family moved to New York City. There he became engaged in banking and commissions with John McGinnis, brother of a former partner, which they dissolved following the panic of 1873. Meanwhile he had started a gas company in Detroit which precipitated a court battle not settled until 1878. Before the Civil War he had owned a large share in the gas works at Memphis, which was seized by the Rebs, and after the Battle of Memphis returned to him thanks to General Grant.

He sold his interest in the Globe Insurance Co. in Cincinnati in 1876, having held the controlling interest since 1866.

Also in 1876 he disposed of his financial interest in the THOMPSON DEAN (2nd), thus terminating his river steamboat investments. This great side-wheeler was the biggest and best he ever built, one of the "greats" in river history (see Way #5380).

Ed. Note:- Two years later, in 1878, Col. Thompson Dean (so-called by Will S. Hays) selected the furnishings in New York and abroad for the J. M. WHITE, built by the Howards at Jeffersonville, Ind. See Way #2867).

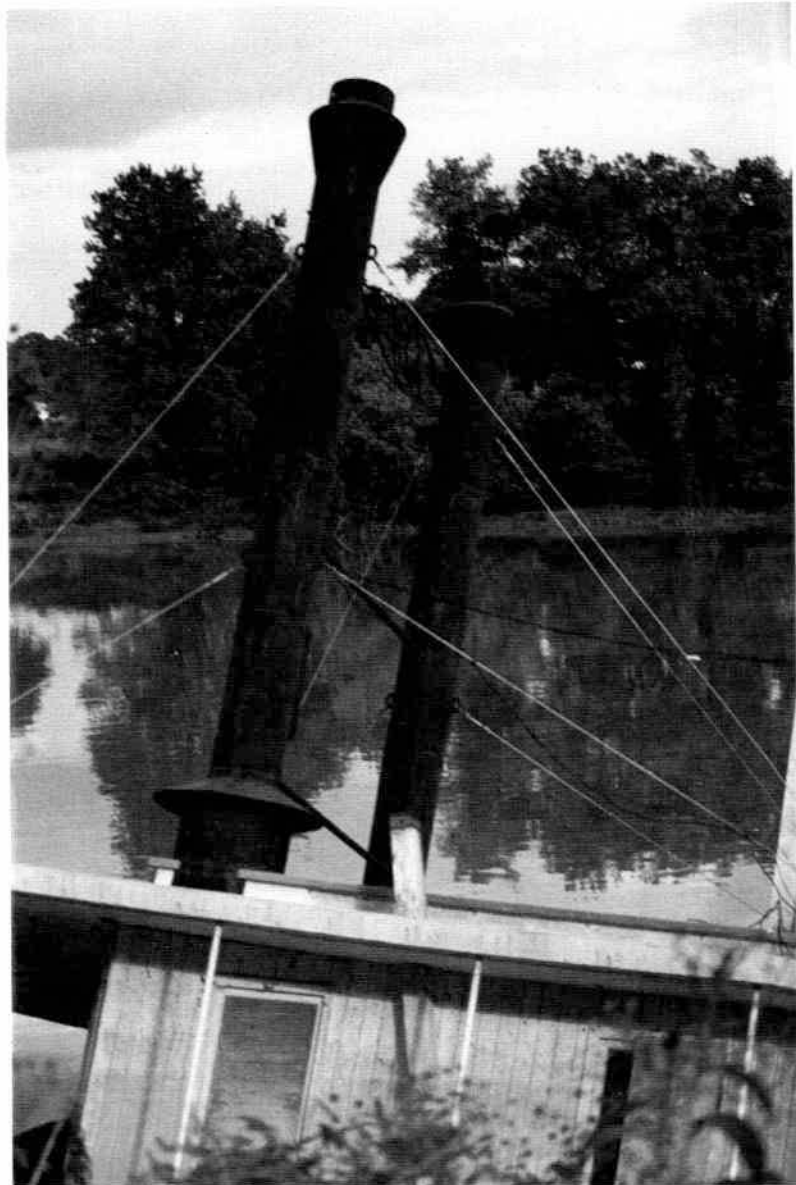
The biographer (unidentified) ends up with Dean's investments in Colorado mines and makes mention that Dean "came forward to pay for the original survey of the Ohio & Mississippi Railroad and subsequently was a member of its first Board of Directors."

The biographer concludes: "He (Dean) still maintains an office in the Drexel building, in New York City, and gives some personal attention to the great corporation which he formed in Detroit, in which he has great pride, and in its

welfare he has an abiding interest. His home is at 59 East Thirty-fourth Street, New York, in a house which he built in 1871."

Final Ed. Note:- Our thanks to William Dean Lynch, P.O. Box 498, Graton, CA 95444 for furnishing the above biography. Perhaps we condensed the story too much. Our main aim was to include Thompson Dean's early life and boating career. We still lack Dean's death date and the details, and we are left to wonder why the biographer

did not mention how the first ALICE DEAN met her doom at the hands of Morgan's Raiders on July 8, 1863 near Brandenburg, Ky. Also we have not seen or found a portrait of the "Commodore," as many admirers called him. Another unwritten chapter would be of the hot competition he encountered in running his Cincinnati-Memphis packets. Did this involve the Covington Shinkle family? we'd like to know.



Those who rode the VALLEY GEM at S&D saw this wrecked pleasure sternwheeler. Eileen Daily took this picture several days later when she and Bud returned for a closer look.

## JESSE P. HUGHES DIARIES

-1909-

by C. W. Stoll

The first day of January 1909 found Capt. Jesse P. Hughes on the TACOMA, his command, upbound on the Ohio River at Logan's Gap, where he came on watch at 1 a.m. They entered the Kanawha River at 11 that night, the weather clear and cold. The TACOMA departed from Charleston at 10 o'clock on January 2nd and went out to Point Pleasant on "open river," dams down. Thence she proceeded up the Ohio to Pomeroy, where she loaded 435 barrels of salt. Returning to Point Pleasant she laid over until 5 a.m. January 3rd and continued to Cincinnati and left next day at 5 p.m. for another Charleston trip. Met the OHIO downbound for her second Pittsburgh-Cincinnati trip at 9:30 p.m. the first evening.

January brought the first "coalboat" water since the previous May. The TACOMA met the first of these shipments on January 8th at 11 p.m. During that same snowy day she had met the GREENLAND downbound towing Commodore Laidley's new wharfboat for Louisville. On January 15th she met the GREENLAND "with 200 Italians on board." No further comment or explanation. Next day above Black Betsey on the Kanawha, the TACOMA broke her starboard stuffing box and landed at Christy's where a draw band was applied. Arrived in Charleston at 6:30 p.m. and departed downstream at 8:30 p.m., all dams down. Next day she disabled one engine when a cam rod broke. Went on to Cincinnati on one engine, arriving at 12:30 a.m., Monday 18th. In making the landing the one operating engine stalled on dead center and the TACOMA drifted below the C&O bridge before regaining power. Landed safely at the wharf, 1 a.m.

On January 20th the OHIO left Cincinnati for Pittsburgh 20 minutes ahead

of the TACOMA. The "TACK" gained the lead at California, Ky. at 6:30 p.m. with the river at 27 feet. The QUEEN CITY, same day, left Cincinnati for Pittsburgh at 5 p.m., her first trip in the trade since the prior summer. The TACOMA caught her the next morning at Maysville. On Sunday, January 24th, the TACOMA left Catlettsburg at 7 a.m. and landed at Cincinnati at 10:30 p.m. "Had a tussel with the QUEEN CITY from Ripley down and beat her in."

Ed. Note:- Jesse does not elaborate, but keeping ahead of the QUEEN CITY was more than a sporting event. Her owners, Pittsburgh & Cincinnati Packet Line, accepted freight and passengers between Pomeroy and Cincinnati in competition with the local Greene Line boats. The boat in the lead got the business. Capt. Gordon C. Greene gradually bought control of most of the wharfboats serving the towns in his area of operations. In 1921 when Liberty Transit Co. was operating the GENERAL WOOD in the Pittsburgh-Cincinnati trade, she did not accept freight originating and consigned to points in Greene Line territory, nor did the Greene Line trespass above Pomeroy to Pittsburgh. This verbal agreement continued through your editor's BETSY ANN career.

On January 30th Jesse reported "Boats all laid up today - high winds below Huntington." On February 1st the temperature was 4 degrees at 2 a.m., and Jesse reported meeting the DUQUESNE, W. W. O'NEIL, JIM WOOD, ALICE BROWN and other towboats with coal tows. He also frequently reports meeting his first command, the CRICKET, keeping track of her.

On February 11th Jesse reports the GERALDINE (formerly the CANDO) at Catlettsburg loading for Tug Fork on Big Sandy.

On February 15th the QUEEN CITY left for the Mardi Gras in New Orleans, loaded so heavily her guards were dragging in the water. It

was a time of high winds and rough water. On two trips the TACOMA found the GREENWOOD laid up for wind.

On February 22nd Jesse reported that Henry Holloway was married today at Cincinnati, and bride and groom rode the TACOMA to Point Pleasant. (Henry piloted the HOMER SMITH near as long as she ran. C. W. Stoll steered for both Henry and Jesse aboard the GORDON C. GREENE in 1935.)

By February 25th the river was up to 53 feet at Cincinnati with high winds. March 4th William Howard Taft became U.S. president, succeeding Teddy Roosevelt. Also on this day the QUEEN CITY returned from her Mardi Gras trip. Next day the TACOMA encountered a "wheat pile" at Higginsport. She arrived at Charleston on the 6th at 9:15 p.m. with "lots of stuff for here." Jesse reported high winds and the roughest river of the season on March 10th.

On March 26th they noticed the QUEEN CITY "broke down" at Ironton. Jesse visited the Cincinnati stock yards twice in two weeks, with no reason ascribed. On March 30th the TACOMA broke her tiller line at Langs, at 6:30 a.m. Repaired and got away at 11 a.m. A new tiller line was placed at Cincinnati on April 1st.

Reportedly the QUEEN CITY was having trouble with lack of sufficient steam pressure. The TACOMA raced her from Bear Creek to Higginsport, and kept ahead of her all the next day. April 7th was "the roughest day of the season; high winds." The next day the TACOMA departed from Cincinnati at 6:15 p.m., got in a heavy snow storm at 11 p.m. and landed at Augusta at midnight. On April 12 "Benny" Pattison came aboard at Moscow to relieve Lee Willis for a couple of days.

The TACOMA had a race with the GREYHOUND from Kellyville to Pine Creek two days later. Ended in a tie.

The VIRGINIA sank at the lower landing, Wellsville, Ohio. Was promptly raised and the TACOMA met her at Ashland April 30, on her first trip since being repaired.

The ISLAND QUEEN was making an Upper Ohio tramping trip, at Ironton on the 4th of May and at Middleport on the 5th. On May 27 Jesse reported the RAYMOND HORNER upbound, towing the LUCILLE NOWLAND from Memphis to Gallipolis, where she reportedly will become a wharfboat.

Jesse's 33rd birthday came June 7th, and that same day the CRICKET was laid up at Point Pleasant to be rebuilt. The McClung family went down to Cincinnati on the TACOMA to see Rupert McClung off at Cincinnati for Colorado. (Jesse's sister Lillian later married him). The TACOMA took aboard a set of new smokestacks and workers to place them at Gallipolis on June 13th at 4 a.m. The installation was made at Cincinnati the next day. The GREENLAND was brought out in the Charleston trade, taking the GREENWOOD's departure day out of Cincinnati, Saturday, inasmuch as the side-wheeler was larger, and most summer vacationists were attracted to the Saturday departure scheduling.

Jesse noted on June 27 that the CRICKET had her engines and paddlewheel removed, now ready for docking at Point Pleasant.

On July 1st Jesse took an automobile ride with Captain Greene. On July 5th these two gentlemen boarded a yacht at Cincinnati along with the Beckers and proceeded upriver with members of the Tusculum Club. Capt's Greene and Hughes returned by street car to depart at 5:05 p.m. on the TACOMA "with no freight and 45 passengers."

On July 6th the QUEEN CITY was reported injured at Bellaire, and the VIRGINIA taking her place.

On July 7th the yacht BRER FOX passed up at Portsmouth with Capt. Jim Rowley engaged to take her to Pittsburgh.

Heavy rains in West Virginia swelled the Big Sandy and Guyandotte. The TACOMA, upbound, encountered some 25,000 free-astray floating logs between Concord and Vanceburg. Low water on the

Upper Ohio caused the QUEEN CITY to lay up at Steubenville. On July 18th the TACOMA met the BRER FOX downbound from Pittsburgh "going some."

By July 21st the stage at Point Pleasant was 3½ feet. The OHIO in the Pittsburgh trade turned back for Cincinnati at Marietta on July 24th. The TACOMA on Sunday, July 25th, had a new sudder placed at Point Pleasant.

Ed. Note:- Here let us rubricate for a moment or so. I have been seining what's left of my memory and find it retains no recollection of when or where I met Jesse P. Hughes. When he was master-pilot on the TACOMA celebrating his 33rd birthday in 1909 I was eight years old and had never heard of Jesse P. Hughes. The only riverman I then knew was "uncle" Joe McDonald, my Dad's partner in dredging sand and gravel from the Ohio River at Baden, Pa. My brother and I always were pleased when Uncle Joe came to call inasmuch as he never failed to present each of us a bar of Peter's chocolate, so little matter that he wasn't a real uncle.

The river bug really bit me two years later, in 1911, when mother took Willie and me from Pittsburgh to Cincinnati on the QUEEN CITY, and did things up brown by visiting in Lexington, Ky. and exploring in Mammoth Cave, thence back to Cincinnati and boarded that wonderful QUEEN CITY for the return up the Ohio to Pittsburgh. Then I started reading the daily river news in the Pittsburgh Gazette Times, which featured telegrams from cities including Steubenville, Wheeling, Marietta, Parkersburg, Point Pleasant and Cincinnati. Sample from Cincinnati: City of Louisville for Louisville, Kentucky for Madison, Tacoma for Charleston, Queen City for Pittsburgh, Courier for Maysville, Chilo for Chilo. Then, as a Christmas present in 1913 Uncle Joe McDonald gave me a year's subscription to The Waterways Journal. There was a regular column in this weekly headed "Gallipolis

Gossip" extracted from the writings of Frank L. Sibley in the Gallipolis Tribune. Frank gleaned his paragraphs by visiting the Gallipolis wharfboat where packets were plentiful, buttering up his friends of the river, and scourging the scoundrels he suspected of being pro-railroad. Now I was reading about "the popular and talented Capt. Jesse P. Hughes has the Tacoma in fine shape for the passenger season, and we noticed a heavy freight consignment aboard for Charleston and Kanawha River points. Captain Hughes is a real credit to his profession." Not only did I learn of this "real credit to his profession" from Frank Sibley's pen (actually his pencil--Frank scribbled his copy for the linotype operator on legal size proof sheets) but Jesse P. Hughes was a prolific writer of obituaries. Every time an old broken-down steamboat engineer passed to the beyond, known to Jesse, The Waterways Journal would receive a hand-written "tribute" (Jesse was a south-paw) maybe two columns long, extolling the positive and eliminating the negative. Actually he developed this talent into an art form, and Capt. Mary B. Greene often pestered Jesse to write her obituary in advance so's she could enjoy reading it. This is probably the only request Mrs. Greene made of Jesse to which he did not comply. So in 1914 when our family went to St. Paul on the JOE FOWLER, we got fogged in at Ashland alongside of the TACOMA, and even at this close proximity Jesse and I did not meet.

Probably taking a cue from Jesse, one of the first pieces I wrote, and was duly printed in The Waterways Journal, was an obituary. I alerted the readers of the death of Capt. Edwin F. Maddy, a celebrated Gallipolis citizen who became famous when he took a side-wheeler from the Ohio River to Jacksonville, Fla. (the CHESAPEAKE, (Way # 0998) in 1884 under her own steam, then became a U.S. Steamboat inspector, and lastly went back to running

captain on the OHIO and QUEEN CITY. Maddy won the title of "the gentleman captain," probably bestowed upon him by Frank Sibley. The Waterways Journal was loaded with tributes when Captain Maddy died, but wedged in among the plentiful details there appeared this boyish note written to make sure they got the news. But still I had not met Capt. Jesse P. Hughes.

In the summer of 1917 I rode the GREENLAND from Pittsburgh to Cincinnati and return and came to know the Greene family, Capt. Gordon C., his famous wife Capt. Mary B., and their sons Chris and Tom. They picked up Capt. Dayton Randolph at Reedsville, O. to stand pilot watches with Capt. Gordon C. to Pittsburgh and back to Reedsville; Cap'n Jesse was not aboard. And so this tale must end like it started, a total blank spot in my mind, and yet the days would come when Cap'n Jesse and I stood pilot watches together on the TOM GREENE, ISLAND QUEEN, E. D. KENNA, DELTA QUEEN, and when Capt. Tom Greene brought the newly acquired GORDON C. GREENE up the Ohio on her maiden trip I rode her from Louisville to Cincinnati and Jesse, standing a pilot's watch, got a call in the middle of the night (had to "go to Wheeling," to use the old-time term), and took off on the double after deputizing me to "hold her a minute, Fred." The "minute" stretched out from above the Madison bridge to Carrollton, thanks not so much to Jesse, but to a tablespoon of milk of magnesia.

Incidentally I picked up that word "rubricate" in the first sentence just last night listening to a fascinating West Virginia radio program called "Pipe Dreams," a solid program of organ music. One of the selections contained five musical rubrics. So what in 'ell is a rubric I says to myself, and Webster defines it as an editorial interpolation, which seems to cover the present circumstance.

During the fall of 1909 the little CRICKET was rebuilt at the Gardner

Docks, Point Pleasant, to become the GREENDALE. Jesse and family and some of the crew got off the TACOMA on Labor Day at Catlettsburg. Jesse and the crew members rode the B&O to Point Pleasant where they completed the carpenter work and painted the GREENDALE. Steam was raised on her on September 21st at 5:30 p.m. and they took her to Gallipolis for the night. Next morning at 7, with Capt. Gordon C. Greene added to the crew, they departed Gallipolis for Cincinnati, where the new boat arrived at 8:45 the next morning. Due to the extremely low water, the GREENDALE took the place of the GREENLAND, and when loaded for her first upriver trip, the new boat was drawing but 20 inches.

High time for a vacation - Jesse left the GREENDALE at Portsmouth on October 3rd and boarded the C&O to Catlettsburg. He, his wife Telia, and their small daughter Lillian took the B&O to Murraysville, W. Va. for a family visit. On October 13th he reported .09 ft. at Point Pleasant, 3.9 ft. at Cincinnati, and 2.5 ft. at Portsmouth. Next day Jesse boarded the GREENDALE downbound, the river having raised three feet, and went back to work.

On October 19th he was back aboard the laid-up TACOMA with some of the crew. His diary has the entry that a "side dock" was used in making hull repairs. The TACOMA was moored at Four Mile, on the Kentucky side, when this work was done. Two days later she and the GREENLAND moved under the Coney Island dike. The GREENLAND resumed her trade on October 26th and the TACOMA on the 28th.

By November 7th both the TACOMA and GREENLAND were again laid up for low water at the Coney Island dike. The COURIER, GREENDALE and BESSIE SMITH were filling the trade. Jesse briefly went to the COURIER as pilot, taking the place of Capt. Charles Hall, on sick leave.

The GREENWOOD, fresh off the docks at Point Pleasant, arrived at Cincinnati on November 18th with a good

trip of freight and resumed her trade. On Sunday, November 21st Jesse and Capt. Gordon Greene went to hear the famous preacher Gipsy Smith. Jesse got home for Thanksgiving. He and Capt. Pete Lallance rode the GREENWOOD back to Cincinnati. The TACOMA had inspection on December 7th, following which the CHILO towed her down to the Cincinnati wharf. Steam was raised on December 18th. She loaded and left Cincinnati at 5 p.m. with Capt. Greene standing a pilot's watch until they met the COURIER at Ripley next day, where Capt. Pete Lallance relieved him. The weather had taken a decided turn toward winter and the TACOMA was bucking heavy ice above Huntington. Capt. Greene sent orders to lay the TACOMA up at Point Pleasant along with the GREENWOOD. Jesse wrote across the top of his diary page "Cold - Cold - Cold - Cold." The LEROY arrived the next day and laid up above the TACOMA, and below the VALIANT. Jesse took the B&O home on Christmas eve, where he stayed the balance of the week. The thermometer was 3 below on December 29th, and Ed Pemberton crossed the Ohio on the ice at Catlettsburg in a wagon on New Year's Eve. So ended 1909 for Capt. Jesse P. Hughes, everything at a standstill.

C. W. Stoll compiled these notes from the original diary of Capt. Jesse P. Hughes, doing the typing at Bonclarken, Flat Rock, N.C.

H. W. (Bill) Stobert writes from his home at 8506 Chinaberry, Tampa, Fla. 33637 to recall his younger years swimming in the Ohio River at the foot of Sliding Hill Bend, taking the waves from the BETSY ANN. "We boys knew her whistle and she made beautiful waves."

Congrats to Nelson Jones who "thunk up" and pioneered the Charleston, West Va. Sternwheel Regatta in 1971. Now, 20 years later, the event, held annually, tops all other such events. Nelson was 12 in 1971.



Sirs: Jeremy and I want to thank you and the Rutters for making our first ever S&D meeting so much fun. We both really enjoyed ourselves in Marietta. It doesn't seem to matter what age, sex, or martial status, this is one group that makes everyone feel welcome.

I was delighted to be able to pick up a few photos of Cedar Farm and the DELTA QUEEN landing there during the boat ride on the VALLEY GEM. However, since I didn't want to get crushed in the stampede when the announcement was made that Captain Way's photos were available I did not get any other choice photos.

Since I am the great-great granddaughter of Samuel Montgomery of New Albany, Ind. who died in 1889 and had owned and been captain of many steamboats over the years, I would like very much to have pictures of any boats he was associated with. According to Way's Packets this would include the DEXTER #1530, JAMES MONTGOMERY #2939, MARY BESS #3790, MINNIE #3960 and the WARREN #5695. I have a copy of his obituary that appeared in the New Albany Tribune. It listed other boats in which he was involved, REINDEER, PRESIDENT, VICTRESS and the GENERAL LAFAYETTE.

He had a brother, James Edward Montgomery who died in 1872 who was also in the steamboat business. His obituary lists him as having been associated with GREY EAGLE and GLENCOE. Way's Packets lists some of his ventures with REPUBLIC #4728, BELLE SHERIDAN #539, CITY OF MEMPHIS #1101, NORTH AMERICA #4227, OREGON #4321, PIKE NO. 7 #4492 and PIKE #9 4494 and the VICTRESS #5571.

Photos of any of these boats are of great interest to me.

Thanks again for the great week-end in September.

Jo Ann W. Schoen,  
1404 Green Acres  
Drive,  
Corydon, Ind. 47112

All of the foregoing boats disappeared from the scene without being photographed, so far as we know. In passing let us say that the

Montgomery brothers played a big role on the rivers.  
-Ed.

#### CIVIL WAR TINCLAD UNDINE BELIEVED LOCATED

According to a dispatch in the Louisville Courier-Journal dated Nov. 27, 1990 we have the following:-

CAMDEN, TENN. - Divers believe they have found a Civil War Union gunboat at the bottom of the Tennessee River and they hope to raise it for a museum.

"They found it right where we expected it to be," search organizer John Latham said of Tuesday's discovery.

The UNDINE was the largest of the four paddlewheel gunboats scuttled in 1865 after Confederate Gen. Nathan Bedford Forrest closed in on the Union military depot of Johnson-

ville.

Although the UNDINE was set afire when it was sunk, Latham said divers believe the damage was confined to the top deck. Despite being under water for 125 years, the ship's wooden frame is believed to be intact.

=UNDINE (Way #5505) originally was the sternwheel packet BEN GAYLORD built at Cincinnati in 1863. She was acquired by the U.S. Navy on March 7, 1863, renamed UNDINE, and given the number #55. She was towing the VENUS (#Way 5547) when captured by the Confeds who burned her at Johnsonville, Tenn. on Nov. 3, 1864. As BEN GAYLORD she was built by Capt. Uriah B. Scott for the Portsmouth-Parkersburg trade on the Ohio River. This will be a fascinating recovery. Our thanks to Keith Norrington for alerting us. -Ed.



Ye Ed whacking out the September 1990 S&D REFLECTOR, completely ignorant that this was the last one he would create at 121 River Avenue, Sewickley. Then, on July 31 family and friends found me flat on the livingroom floor trying to reach the front hall telephone. Bee found a wheel chair in the attic and got me on board the MISSISSIPPI QUEEN at Pittsburgh with much assistance. We had a lovely ride to Cincinnati, during which I missed no meals (via wheel chair) and we returned to Marietta in a rented car. This, in short, ended up in hospitals and rest home care, so here I be a resident at Marietta.

-Gary Frommelt, photo.

LOG OF A STEAMBOAT  
TRIP NEW ORLEANS TO  
NASHVILLE in 1832

During the early 19th century the Shaker community of South Union, Kentucky, marketed its produce in flatboats. Four Shaker brethren, Jesse, John, Sampson and Thomas, upon reaching New Orleans, with the proceeds bought supplies for the Shaker community and loaded them aboard the steamboat KENTUCKIAN for the return trip.

Tuesday, January 10th, 1832:- We set about preparing our sugar, coffee, tea, mackerel, hydes &c. ready for shipping, and by sunset we had them all aboard. We had about the most fatigueing day that we have had since we left home.

Wednesday 11th:- We arose early and put our things in order for moving on board the steamoat. Jesse and I went down and borrowed the yawl that belonged to the KENTUCKIAN, brought it up to the boat, put our things in it, and after breakfast we took them to the steamboat. We left the Port of New Orleans a few minutes after 12; the officers on board the KENTUCKIAN were Gideon Buckner captain, John Boyd mate, James Dawson first engineer, John Needy second engineer, Elijah Shaddock and John Miller pilots, and Nathaniel Shaw clerk. We got up 40 miles by dark. Stopped about 10 p.m. and wooded, run with very high steam past the steamer TRENTON, which left New Orleans 2 hours before the KENTUCKIAN. The TRENTON had very little loading; the KENTUCKIAN was loaded down to the guards. Stopped at daybreak, got to Plaquemine by sunrise.

Thursday 12th:- 110 miles from Orleans. Stopped and wooded 7 ms. above Plaquemine at the Fulton woodyard. While wooding, the S.B. UNCLE SAM passed up; the TRENTON passed up also, run a mile or two above & stopped. After starting on a while, the TRENTON put out after the KENTUCKIAN and pursued her

closely. While they were racing, the KENTUCKIAN struck something underwater which caused a considerable jolt, & in a short time after run against something else which rocked her very much, all occasioned by running too close to the shore. In a short time after the jar happened the TRENTON

stopped. We proceeded on & had a clear pleasant day. Wooded about 1 o'clock p.m. Stopped at Bayou Sarah at dark and put out some freight, run up a few miles & wooded. Passed the Red River cutoff about daylight.

Friday 13th:- Shortly after breakfast a young man by the name of Garrison informed the Captain that some person had ripped open his watch pocket and robbed him of \$65 U.S. paper. The Captain offered a reward of \$20 for the money. The clerk mustered the deck passengers to see if all had paid their passage & found that some had not. The steamboat WATCHMAN passed down today direct from Nashville, and informed us that the ice above had broke up. Wooded again at four this evening, got to Natchez by 7 p.m., remained until 11, and then proceeded on again.

Saturday 14th:- Stopped and wooded 4 o'clock a.m. Stopped and wooded again about 11 a.m. 6 ms. below Rodney passed the steamboat PACIFIC between sunset and dark while she was wooding. Stopped between 9 & 10 p.m. and wooded. Met the RED RIVER going down. Sometime in the after part of the night the helm rope broke, but fortunately we were close to shore. The boat was brought to and the rope mended. We then proceeded and landed at Vicksburg by fifteen minutes before 4 a.m.

Sunday 15th:- Left Vicksburg at sunrise, run up 10 or 12 miles & wooded. Pleasant weather and the water rising at the rate of two feet in 24 hours. Wooded again a little after dark at the foot of 96 & 97. While wooding the S.B. 76 passed down. Said the Ohio was rising fast and full of ice. We wooded two miles

below Lake Providence. Passed the steamer MONTICELLO (where she was sunk) at the upper end of Bunches Band.

Monday 16th:- Met the AMAZON at sunrise, which was sunk at the mouth of White River. She had been raised and repaired & was then on her way to New Orleans. The Captain of her, Capt. Town, was on board the KENTUCKIAN going up to take charge of her. She run up to the side of the KENTUCKIAN & Capt. Town got onto her. We got to Lake Washington by 10 a.m. and there wooded.

Tuesday 17th:- We wooded at Cypress Band, met the S.B. TENNESSEAN going down; at about 1 in the evening we met the steamer NASHVILLE going down. Reached Montgomery's Point by 3 p.m. Left there at sunset and in running an island chute 7 miles above Point the boat run aground. We were detained sometime before we got off. Stopped and wooded 2 miles above the chute. The drift wood run very thick, which caused the engine to be stopped frequently to prevent the drift wood from breaking out the buckets & arms of the wheels.

Wednesday 18th:- About 3 o'clock this morning, while running the bend at Indian Charley's (Shaddock at the helm), the boat run against some drift, which turned it from the course that the pilot intended it to go. Struck a snag on the starboard side just behind the wheelhouse, tore away the stancheon back as far as the Ladies' cabin, which caused a loud cracking and great excitement for a few minutes. The pilot set the boat across the river instantly. The Captain asked him if he could not land; he answered no, run her out to shallow water, and had the anchor cast in water 13 feet deep. Here we lay and repaired til after sunrise. We then proceeded on again, wooded about noon. Landed at Helena by 9 p.m., wooded and repaired the wheels.

Thursday, 19th:- We left Helena between 11 & 12 and were hindered very much by the drift. About 3 we were aroused from our berth by a

terrible cracking in the wheelhouse occasioned by the breaking of the arms among the drift wood. After trying an hour or more to make headway and could not, the engineer told the pilot to bring her to until the wheels were repaired. He did so & by sunrise we were ready to proceed again; wooded at dark 2 miles above the head of Buck Island.

Friday, 20th:- Landed at Memphis between 2 & 3 in the morning of the 20th. Here they put out some freight & some passengers; among the rest was Genl. Samuel Houston. Left Memphis at 4 a.m.; a few minutes after leaving met the steamboat SCOTLAND. Stopped 10 miles above Memphis & wooded; it snowed while wooding and was very cold. The steamboats LEXINGTON and SENATOR passed down today. We wooded at dark 9 miles below Randolph. We had not proceeded far before the helm rope broke again and the boat anchored in 30 feet of water. The rope was soon mended, and after drawing up the anchor we proceeded on again. Landed at Randolph by 8 o'clock p.m. Jesse and I went to see McCalister & Miller about some money they were owing for seed sold last season, but got nothing from them. Returned to the boat through mud 8 to 12 inches deep. Shortly after we got to the boat they shoved out & proceeded on, run the chutes to the right of Islands 33 and 34, passed Plum Point, and landed in the Canadian Reach 8 miles below Needhams Cutoff at Col. Beaufort's by daylight. Put out 160 sacks of salt and a few barrels of sugar and coffee; took on 10 cords of good ashwood.

Saturday 21st:- Left Beaufort's between 8 & 9 o'clock a.m. Clear and very cold all day. Water fell several inches last night. Stopped at dark and wooded 20 miles below New Madrid; from there to New Madrid we had a continual uproar. One of the deck passengers gave his shirt to a blackman to wash with a \$10 bill tied up in one corner of it. After some time had elapsed, the man thought of his money,

went to the servant, and asked for it. The servant denied seeing it, threats were made by the man that had charge of the negro, what he would do if he did not produce the money, but they all proved ineffectual. Captain Buckner was informed of the circumstance, he came up the deck and told the negro that if he did not produce the money and that shortly that he would take him below & give him the cat-of-nine tails. After waiting some time for him to produce the money, but would not do it, the Captain took him down, and the negro saw that he would have to take the lash or produce it. He confessed that he took the money out of the shirt, showed it to a certain man on deck by the name of Reynolds, who told him that it was a counterfeit note, but he would give him (the servant) three dollars for it and that he let Reynolds have it. Reynolds was next called for, but could not be found for some time; however, he was at length found with his clothes bundled up (in a very unsuitable place). He denied receiving the money from the negro until he was forced to acknowledge it. He said that he had done wrong and was willing to make any acknowledgements besides refunding the money. He went to a cabin passenger for the money that looked very much like a swindling cutthroat. The boat was stopped and both of them put to shore at Riddles Point 12 miles below New Madrid although they both wanted to get out at New Madrid. We landed at New Madrid between 10 & 11 p.m., remained an hour or more repairing the wheels. After starting from Madrid with the wheels filled with new buckets and getting clear of some of our trifling passengers, we promised ourselves a good night's rest, but in this we were disappointed. We had not proceeded far before we met the ice which was very thick and strong. We battered along for 2 or 3 hours, and it continued getting worse until it was

considered dangerous. The boat was then brought to about three in the morning to the Missouri shore 12 miles above New Madrid.

Sunday 22nd:- The ice continued running so thick and beating against the boat so, that it was thought best to move across the river. They raised steam and started across at nine a.m.; after crossing over they run up several miles & crossed back to the same side and run up within 2 miles of Mill's Point. Here we come up with the steamboat FARMER (which left Orleans 24 hours before the KENTUCKIAN). The ice run so thick from shore to shore that neither of the boats could get any higher up. The boilers of the KENTUCKIAN were cleaned out this evening and some other repairing done. The steamboat BELFAST passed down this evening in the ice.

Monday 23rd:- Two steamers passed down last night, & one this morning with a flatboat in tow. The wind having changed its course, blew the ice to the shore where the boats were lying, and left the other shore clear. The FARMER and KENTUCKIAN both raised steam and put across, the FARMER one half hour before the KENTUCKIAN. The KENTUCKIAN run up to Mill's Point, got some new arm timber & provisions, repaired the wheels some and put out after the FARMER, and as the ambition of those of the KENTUCKIAN had got pretty well up they felt determined to catch the FARMER. Just above the Chalk Banks at the head of Wolf Island we were running close to the right shore under very high steam close by some flatboats that were lying to for wind. The boat took a shear on the pilot and run to shore. The bell was rung to stop the engine [but] the boat was under such headway that it run through a new flatboat & against the shore. There was a young Irishman standing on the guard of the steamboat & when it received the jolt he leaped ashore. The Captain told the owner

of the flatboat to make out his account for damages and he would settle with them as they returned. The boat was soon underway and while running round he bar at the towhead below Islands 2, 3 and 4 we got in sight of the FARMER. We run up to the head of the islands and wooded, took on 11 cords cottonwood. While wooding we had another fracas between a cabin and deck passenger. Ewing the cabin passenger had a dog aboard & the mate had one also; the two dogs got to fighting. Ewing went to help his dog to whip the mate's dog & the deck passenger (Robert J. Little) jumped at him and shoved him into the river. After he got out he went into the cabin, loaded his gun, and started up on deck to shoot Little, but was prevented from it by the Captain catching him and taking his gun away from him and shooting it off. After the disturbance was over the boat was soon underway; got to the mouth of the Ohio by 9 p.m. Stopped a few minutes, put out some freight & proceeded on. One mile above Trinity, three men attempted to come into the KENTUCKIAN in a skiff while the KENTUCKIAN was under way; two of them jumped from the skiff to the steamboat and got in safe, and the third one run under the wheelhouse uninjured and floated downstream till the mate and two sailors got to him with the yawl. He was then brought to the boat cold and wet enough. They said the reason they run into the boat in that style was that they had some very particular business up the river to attend to, and they had tried to get the FARMER to stop to take them on but she would not stop for them; that they thought as the two boats were so close together that they were certainly racing, & thought that the KENTUCKIAN would serve them the same way. So they were determined to be on at all hazards. About daybreak the wood run short, and no wood pile could be got at; consequently they had to resort to old barrels, boxes, bacon rhines. or anything they could get hold of that would

make steam. However we succeeded in getting to the mouth of Tennessee River by sunrise where there was wood aplenty.

Tuesday 24th:- It commenced snowing about 5 o'clock this morning and continued till nine and then turned very cold. We left Paducah or mouth of the Tennessee at 8 a.m. and landed at Smithland by 11 a.m.; here our freight, 13,052 pounds, was thrown out into the mud near shoe-mouth deep. The boat then proceeded on her way to Louisville. We rented a house of Jno. Spence near the landing and had all our light plunder hauled up and put into it--the most of the freight remained on the bank till dark. But as no boat had arrived for Nashville we thought we had better have it all put into the warehouse; we hired a dray and driver, and with the assistance of Edmundson Harald (who had taken lodging with us), we hauled it up and put it in the house after dark. The weather being very cold & no wood convenient that we could get without buying, we went to a grocer who lived not far distant and bought a sufficiency for the night, for which we paid two bits. Jesse, quite unwell with the cold, retired to rest about 11 in an open cold house on the floor before the fire. This evening I went up to Well's & Barner's and wrote a few lines to Eli. While standing at the desk before the fire writing, the weather being so extremely cold that the ink froze in the pen.

Wednesday, 26th:- Wind from the north and mercury 8 or 10 degrees below zero, we kept pretty close to the fire all day, anxiously awaiting the arrival of a boat that we might be getting toward home, but disappointed. In the evening Jesse went over the Cumberland and stayed all night with Joseph Given.

Thursday 27th:- Clear and cold with high winds from the north. Jesse returned after breakfast and is still quite unwell with the cold; we kept close to the fire all day. In the evening

John went over to stay all night with Givens, as he had given us all an invitation to stay with him while we remained at Smithland. At about 1 o'clock a.m. the steamer PARAGON come down from Nashville on her way to Louisville, put out some freight and passengers and put off again. When we heard it coming I got up and went to the landing, believing that it was the TOM YEATMAN or WATERWITCH, as they were looked for, for the 2 or three last days.

Friday, 28th:- It still continues cold, the wind from the north and northwest. John returned from Given's after breakfast and brought with him some spare ribs and other fresh meats which were very acceptable as we had not had an opportunity of getting anything of the kind since we left Orleans. The evening being very cold & our stock of wood pretty well exhausted, and but little appearance of a boat coming, as the Ohio is full of ice, we went and brought a fresh supply for which we paid a pickiune for each stick.

Saturday, 29th:- The steamboat HIGHLANDER arrived at this place about five o'clock this morning on her way to Pittsburgh, but the ice was so thick and hard that it was impossible for her to break her way up the Ohio; consequently they had either to turn around and return to Nashville or remain idle where they were. They held out the idea that they preferred the latter as they had their load all in & would have to unload. if they went back to Nashville and run the risk of being froze up in the Cumberland, and of the water falling, so they could not get back over the shoals. But all this I considered a pretext merely to extort money from those who were waiting for a passage to Nashville, knowing that they were all here on expenses and would rather sacrifice a few dollars than remain any longer. After breakfast Major Hickman, Thomas W. Winston and myself turned out to see what amount could

be made up toward chartering the boat. We hunted up all the passengers and found we could raise the sum of one hundred and seventy-five dollars for the boat to go as far as Clarksville. The Captain said that he could not afford to go for less than two hundred, & if he went on to Nashville that he would have to have an addition of fifty percent on the two hundred dollars. We told them we would pay them thirty-four dollars if they would take the four of us & our freight to Clarksville, or we would pay them fifty dollars to take us to Nashville. They admitted that it was a generous offer, & Hickman and Winston agreed that we should go for that sum if the boat went at all. They then entered into an article of agreement with Captain Linford of the steamboat, obligating themselves to pay him three hundred dollars to go to Nashville, or furnish backloading that would amount to that sum at the common rates of freighting to the mouth of the river; and they were to have the benefit of all the freight and passengers that could be got at Smithland. After they entered into this agreement we hired three or four drays & hauled our freight to the boat and had it put on board. The Captain concluded to run up to Eddyville which is fifty miles from the mouth of the Cumberland before they would take out any freight. By 2 o'clock p.m. we were ready to set sail, got to Eddyville by ten the same evening, hired a good many blacks and took about forty ton of blooms & done some repairing which took till four o'clock a.m. on Sunday.

Sunday, 30th:- We then proceeded on, got to Canton by 8 o'clock a.m. Stopped and took in three cabin passengers (from Eddyville, 20 miles.) Started on again & run up 8 or 10 miles and wooded at a woodyard on the left shore; here the three passengers got off that got on at Canton. After wooding they proceeded on; got to Dover by one o'clock in the evening, took off the steam, run to shore with the yawl,

and got two or three passengers, remaining but a few minutes and put out again. In passing Dover Island discovered a deer standing in the water. There was as many as four guns discharged at it; whether they hit it or not is uncertain as they did not kill it. Through the course of the day we saw a great many turkeys on the bank of the river & a good many ducks in the river; amongst hands there was a continual firing kept up all day. Landed at Clarksville a little after dark. Here the Captain got obstinate (not being of the right stuff but rather of the good natured, easy, good forthing class), refused to proceed any further unless the passengers would make up the sum of twenty-five dollars and give him in addition to the three hundred, which was already made up. Major Hickman came to us and requested us to throw in five dollars more; we told him that we would not give another cent than what we had already offered, and if they felt to put us ashore, that we were ready and willing to go, that we were nearer home there than we would be at Nashville. But as we had offered to give fifty dollars to take us to Nashville, we were willing to do so, but it was immaterial with us now whether they did or did not. Hickman & Winston then agreed to pay the twenty-five dollars themselves, provided the Captain would give them the benefit of all passengers that got in from the time they left Smithland until they would get to Nashville. This he consented to do, the steam was soon raised, and proceeded onward. Run up about a mile and a half above Clarksville & stopped and wooded out of a flatboat at the right shore. This boat is kept always loaded with wood so as to make it convenient for steamboats. Here we remained until morning, the night being dark & the water low the pilot thought it too dangerous to run. This was quite agreeable to our feelings as we had experienced so many dark disagreeable

nights on the Mississippi. It commenced snowing late this eve and continued till midnight & fell very fast. It was as much as six or eight inches deep.

Monday 31st:- Started at daybreak, got to Harpeth Shoals by 10 a.m. In passing over the Shoals he boat rubbed the bottom two or three times. We passed by a new steamboat at the lower end of the Shoals, not yet painted. Henry Dillon was on it and spoke to us. We asked him if he was going down the river; he answered that he was. Harpeth River enters into the Cumberland at the upper end of these Shoals on the right hand side ascending the river. Here the steamboat stopped and put out the mate in order that he might have some blooms hauled from the ironworks ready for them to take on as they returned. Run on within eight or ten miles of Nashville and took on six cords of wood. We then proceeded on again, landed at Nashville by close dark; here we met with George Waddle & Samuel Fisher who had been waiting here some time with horses to help us on our way home. After the usual salutations passing between us, and a general enquiry about friends, matters & things at home, John accompanied George and Samuel up to R. D. Moore's tavern and tarryd for the night. Jesse, Sampson and I remained on the steamboat all night; done some cooking at a late hour. Shaved, washed, and put on some clean clothes, and retired to rest about two o'clock a.m. We passed by a new steamboat about two miles below Nashville bridge called MEMPHIS, another between bridge and landing called the JIM CROW, which is since called RAMBLER. The TALLY-HO was lying below the landing, and the HUNTSMAN at the upper part of the landing.

#### COMMENTS BY YE ED

The travelers wagoned from Nashville to South Union, arriving home on February 2nd, 1832. Of the four Shaker brethren, Jesse, John, Sampson and Thomas, the author of this detailed

account was Thomas, whose full name was Thomas J. Shannon. The journal of this voyage reposes in the Kentucky Library, Western Kentucky University, Bowling Green, Ky. Our good friend Leland R. Johnson, 7010 Plantation Drive, Hermitage, Tenn. 37076, has a penchant for flatboat journals, and did us the good service of sending along to us a copy he made of it.

The value of this narrative by Shaker brother Thomas J. Shannon is at once apparent to the reader--an account written by a person who named every boat he saw, and who troubled to get the names of persons encountered, is almost beyond belief.

None of the many steamboats mentioned appears in Way's Packets, which starts with boats in the mid-1840s, but Lytle-Holdcamper lists the most of them. We admit to being some surprised to find so many packets prowling the rivers in 1832, and we see the necessity of digging up the records 1811-1848 to clothe those early steamboats with details of size, type, engines, boilers, trades, and crews, owners and so on. We would judge that some 600-800 steamboats are involved during those early times, most of them neglected save for the bare facts of their existence.

Garnet Virginia (Neal) Reynolds of Gallipolis Ferry, West Va. died, 78, on Friday, November 30, 1990. Her illness had been of short duration.

Born June 16, 1912 in Henderson, West Va., she was the daughter of the late Carl and Carrie (Bates) Neal. Preceding her in death also was her husband, Capt. Thomas J. Reynolds, Sr.

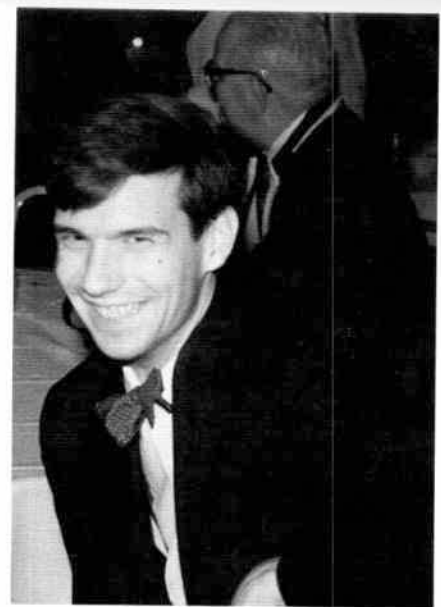
Surviving are a daughter, Ruth Meaige of Gallipolis Ferry, three sons, Capt. Jack Reynolds of Point Pleasant, West Va., Capt. John Reynolds of Gallipolis Ferry, West Va. and Roy Reynolds of Henderson, West Va., a stepdaughter, Catherine King, of Marion,

Ohio, 14 grandchildren, 19 great-grandchildren and several step-grandchildren.

Garnet Reynolds had attended the November 4th O-K S&D meeting at Point Pleasant and received an award (See picture and account elsewhere in this issue).

-Our thanks to Bill and Marga Smith for details.

Oh dear, Jeff Spear! we fear. -Eileen Daily photo.



Keith Norrington noticed these license plates: RIVER 3 and BARG IT. First belongs to Judy Patsch and Jim Swift the other. The paddlewheel in the cage belongs to the VALLEY GEM, with the W. P. SNYDER JR. in the background, pictured by John Fryant.



## UNCLE TOM'S CABIN

Movie and Video  
Versions Researched  
by William R. Smith.

- 1) The Library of Congress has restored one which Thomas A. Edison made in 1903. He used it to demonstrate camera technique. It's short. The interesting thing is that he incorporated the race between the ROBT. E. LEE and NATCHEZ using toy boats, one of which he explodes and burns. This is on video sold by a company called Film Classics.
- 2) Dave Thomson says there was one made in 1914.
- 3) The 1927 movie with the KATE ADAMS, being silent, is narrated by Raymond Massis. None of its other stars are familiar names to me: Sheldon Stark, Marion Kraft, Jules B. Weill, Caroll L. Puciato. The company that produced it was Coldrama, Inc.
- 4) In 1932 Western Electric System had Hal Roach's Little Rascals in a Spanky film. It was definitely an Uncle Tom play the kids put on in a barn or garage although its title was "Uncle Tom's Stymie." Its only boat was one on background scenery which also included a cotton field.
- 5) In 1968 Melodie Films made one in Germany. The stars' names mean nothing to me. They may have been imported from the U.S. or England as they speak English well. Uncle Tom was played by John Kitzmiller, Herbert Lom was Simon Lagree, and Gertrand Mittermayr was Little Eva. The boat was named LA BELLE RIVIERE and was a steam side-wheeler. It had a long fore-castle and the wheels seem to be forward of midship. The wheels are metal with feathering paddles which are cupped.
- 6) In 1987 the DELTA QUEEN was used to make one for cable TV with Avery Brooks as Uncle Tom, Phylcia Rashad as Eliza and Edward Woodward as Simon Lagree.

#5 is on video and sold in

the U.S. by a company called Neon Video.

#6 may be on video. I don't know.

Most video rental stores have lists from which they will order for individuals to purchase any videos they don't have stocked. Of course different stores have different distributors, etc. so it may take a few phone calls. (I've made literally hundreds.) I also spent one whole day on the phone to the Library of Congress and my local Congressman's office in a vain attempt to get the 1927 one.

Wm R. (Bill) Smith,  
2219 Manhattan Blvd.,  
Springfield, O. 45504

Sirs: Just got a copy of the new Towboat Directory. What a great piece of history! It is a valued volume in my library.

Has there ever been a history of the Combine written? I would sure like to get more information on that organization and its boats.

Roy Pasqualetti,  
3789B Marille,  
Oakland, Calif. 94609

=There is no published history available of the so-called "Combine," short for Monongahela River Consolidated Coal & Coke Company, organized in 1899. We agree that such a project would be well worth the time and trouble. -Ed.



Doc Hawley making like he's playing Cap'n Billy Bryant's showboat calliope in the River Museum, Marietta. Photo by Keith Norrrington.

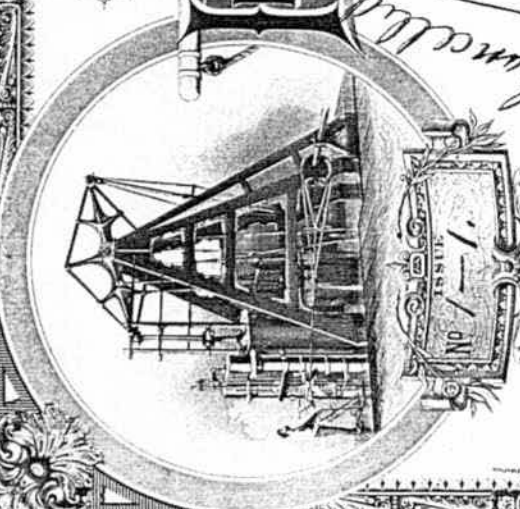
Capt. C. W. Stoll, Jeff Spear, Ye Ed and Keith Norrrington. -Ann Zeiger, photo. S&D '90.



FILE L. 1243

# United States Inspectors General

## ENGINEERS



This is to Certify that **FLOYD TURNER** has been duly examined by the undersigned Local Inspectors of Steamboats for the District of **LOUISVILLE, KY.** as to his qualifications as an Engineer of Steam Boats, and found to be a competent and reliable person to be entrusted with the powers and duties of **1st ASSISTANT ENGINEER** of **Non-condensing Steamers of ANY** gross tons, and he is therefore hereby Licensed to act as such for the term of five years from this date. Given under our hands, this **2nd** day of **JAN** - **1919**

J. E. Abraham

Inspector of Mills

Isaac W. Betts

Inspector of Boats

17681



FLOYD TURNER'S  
FIRST LICENSE

Sirs: "Skyjack" Turner's first issue of license is dated January 2nd, 1918. Bob McCann told me one time that Skyjack won his nickname from a failed attempt to become a tightrope walker on a clothesline from shed to tree. Bob claimed that Skyjack remained accident prone through his entire life, even to the classic boner of telling a new man on board, "Watch out for that fan," made a gesture, and lost the tip of a finger. His end was typical; a jack slipped while he was under an automobile and Skyjack was crushed. Skyjack was the assistant engineer on the AMERICA during her race with the CINCINNATI in 1928. He was second engineer on the DELTA QUEEN when she was fresh around from California and during her transformation to becoming a luxury tourist boat.

Alan L. Bates,  
2040 Sherwood Ave.,  
Louisville, Ky. 40205

Sirs: I bought a copy of the Towboat Directory. Nice picture of the OMAR on the jacket. I was the last captain on the OMAR when The Ohio River Company layed her up at Huntington. Dusty Rogers was my partner on her. Also I was the last captain on the CHARLES DORRANCE when they laid her up. Those were the good old days. Enjoyed the S&D meeting very much. See you next year.

Jack W. Hamlin,  
3135 Sumner Ave.,  
Huntington, West Va.  
25705

Veteran reporter Charles Kuralt's happy grin is on the color cover of a recent USA Weekend. His story is titled "The Magic of Rivers."

"America is a great story and there is a river on every page of it," he



Capt. Jim Sands Jr. piloting the VALLEY GEM (1st) in November, 1987. Photo by Michael Giglio.

Capt. Jim Sands Jr. died on Sunday morning, September 9th, 1990, aged 32. He was a patient in the O'Bleness Memorial Hospital at Athens, Ohio, afflicted with cancer. Jim, of 123 Strecker Hill, Marietta, Ohio, was widely known as the master-pilot of the excursion boat VALLEY GEM based at Marietta. He had assisted his father and others with the boat's construction in 1989 when the new and larger boat replaced the former VALLEY GEM which had been Sands' operated since the mid 1970s.

Jim was born January 3rd,

enthuses. S&Drs will not forget, and long remember, when Charles Kuralt covered a 'Whistle Blow' at Long Reach, West Va., seen and heard coast to coast on TV.

"When I traveled on Old Man River I went in style - on the DELTA QUEEN, with the big river gliding by and the sun bouncing back into my eyes from the brass trim on the pilothouse and the steam calliope hooting and wheezing a tune from the stern. Oh, that was fine! I understood how Mark Twain felt the day of his first steamboat ride."

1958 at Parkersburg, son of James E. and Peggy E. Shreeves Sands. He had attended Ohio State University and Ohio Institute of Technology. He was a member of S&D and of the American Sternwheel Association.

He is survived by his parents and one brother, James J. Sands.

Services were held in Marietta at the Cawley & Peoples funeral home. Many who attended were still in shock over the untimely passing of the well regarded young man who had elected for the life of a riverman.

The March 1991 issue of our S&D REFLECTOR, now in preparation, may be a bit late, due to a late start. A big batch of S&Drs are thanked for hand-written notes of encouragement and understanding added to their holiday greeting cards.

Dr. Antony Twort explains that he didn't get to S&D due to inability to get Hotel Lafayette reservations. He is putting in his bid to appear at the 1991 get-together.

## SHOWBOAT SHOW

O-K Branch Entertained at November Meet Slide Show.

by James A. Wallen

The colorful story of showboating on the Ohio and Mississippi Rivers and many of their tributaries was graphically told in clear, sharp pictures presented before the November 4th meeting of the O-K Branch by William R. (Bill) Smith, assisted by his wife Marga. The meeting was held in the Morgan County Library at Point Pleasant, West Va.

The Smith collection of showboat pictures must be one of the best in existence and certainly it is one of the most extensive, for it views these floating entertainment palaces from the first one which the Chapman family had at Pittsburgh, beginning decades before the Civil War, and coming up all the way to the later GOLDENROD and BRYANT'S.

Adding to the interest was Bill's commentary which did much to explain just how showboats were run, but included some of the characteristics and idiosyncracies of the owners and operators of these floating entertainment enterprises unique to the history of American drama.

Bill's slides showed not only the showboats at landings and under way, but he also had some very good views of the interiors, with the cast on stage.

As Bill related, most of the presentations were plays with some musical interludes and all were family type entertainment suitable for the river valley people of that time. Billy Bryant's troupe undertook Hamlet one time. Billy later recalled the fiasco, saying the show ran two hours during which, in acting his part, he didn't know a blessed thing about what he was saying.

Memories of happy times in a by-gone era of American entertainment were evoked as the audience viewed the scenes of such memorable showboats as FRENCH'S NEW SENSATION, COTTON BLOSSOM, MAJESTIC, AMERICAN,



Bill Smith presents Mrs. Tom J. (Garnet) Reynolds with a miniature ceramic showboat at recent O-K Chapter meeting. See story at the left.

Marga Smith, photo

COLUMBIA, HOLLYWOOD, GOLDENROD, SUNNY SOUTH. WATER QUEEN, and many others. Portraits of some of the prominent showboat owners and managers were also included.

Fortunately present for Bill's presentation was Mrs. Tom J. (Garnet) Reynolds, who spent many years aboard the family showboat and was able to add some interesting commentary on some of the scenes shown. Mrs. Reynolds, who lives near Point Pleasant, has two sons who are river captains.

After the slide presentation of "Showboats and Their People," Bill mentioned that on the MAJESTIC the main show was always followed by a candy sale, during which presents were won. As he said, there would not be a candy sale this time, but he did have a prize for Mrs. Reynolds, who was asked to stand and receive a small, ceramic model with the name "Showboat" printed on the side. The ceramic model was made to be used as a planter for small flowers, such as violets.

Following the slide show, the audience saw a Fox Movietone feature on showboat life which appeared to have been made possibly in the early 1940s. It not only gave action views of the towboat and showboat,

but showed the cast members in their daily lives aboard the boat, cooking, having dinner together, putting on make-up and finally on stage as the show was under way.

Incidental note: Bill and Marga Smith are having work done on an attractive home facing the Ohio River a moderate distance below Gallipolis, and expect to move into it in the spring from their present residence in Springfield, Ohio. Their new home, with a large expanse of front lawn, is only a few hundred feet from a scenic river bend.

The meeting was opened by Capt. Bert Shearer, after which Jim Bupp gave the invocation. Capt. Charles H. Stone then recognized Robert L. (Bob) Gray, who was recently honored for having received a National Rivers Hall of Fame achievement award for his accomplishments during his years as head of Ashland Oil's river transportation system. He was mentioned for his advancement of the use of radar on river towboats among other achievements. In acknowledging the honor, Bob gave a large measure of credit to Ben Tracy, who was present, who worked with Bob in carrying on Ashland's extensive river transportation system.

After that, Capt. Stone

told something of the new Steam Towboat Directory compiled by Cap'n Way and Woody Rutter, recently released by Ohio University Press. Athens, Ohio, where it is available.

Clerk Howard Taylor reported a membership of 55 for the O-K Branch.

Folders outlining plans for the projected new river museum at Point Pleasant were distributed by Capt. Stone.

Both before and after the program there was a lot of conversation, along with tasty confections provided by June Bupp and Anne Shearer.

Sirs: As a minister I knew always said: "Let's sing a word of praise." The new book "Steam Towboats" is bound to be a best seller, and I'm a judge of fine books; I have two. As to the jacket picture never did I dream that Bill Smith's influence was this strong. The jacket cover is my choice, not yours or Woody's. I did smile when I unwrapped the book and I immediately phoned Pete [Bill's son] and told him what was on the cover. This picture of the OMAR fascinates Pete and I. At first impression you can really tell she's flying up the river. The pilot is looking over her stern bulkhead watching her slide.

Now, my second choice (you won't believe it nor find justice in my choice) but I like the photo of the SWAN coming up into the lock. She impresses me as being almost wore out; tired, sagging and dirty. Yet in spite of age and general appearance she displays grace and charm.

To some extent you and Woody tramped on my feelings and pride; not a picture of the NATIONAL! Two of the PROGRESS. Here and now the mighty have fallen. You and Woody stand corrected in the caption under the PROGRESS - I quote "Unevenly loaded barge."

Always keep your flat heavy on the outside. Then pull your nib chute up the last thing on the last pile and straighten things up.

You see, loading through chutes, you can't get the material to run farther out, nor can you get the flat in any closer. If you get a flat loaded heavy on the inside there are only two choices; either shovel the material or round the flat to. I've done both. A crooked flat was the laughing stock of everybody on the job.

Confession: I like all the photographs in the book. The one of the OMAR in the book I'd say was taken the same day as the one on the jacket; same day, same tow. The second one shows how she sure did roll her wheel. Man, she must have been warm from breakfast time on.

I stand to applaud a book well done.

Charles A. (Bill)  
Smith, Jr.,  
912 Innis St.,  
Oil City, Pa. 16301

=This "Bill" Smith was indeed one of the prime investigators who promoted the new Steam Towboat Directory. Woody and I debated as to which picture to use for the jacket, finally opting for the OMAR which, as Bill says, was his selection from the start. -Ed.

Sirs: Enclosed is my check to join S&D. I was born and raised along the riverfront at Newport, Ky. across from Cincinnati. I watched a lot of steamboats there while growing up.

Ken Pauly,  
505 Taylor Ave.,  
Bellevue, Ky. 41073

S.O.S.  
HISTORICAL EMERGENCY  
YOUR HELP IS  
URGENTLY NEEDED!  
OUR MISSISSIPPI RIVER  
MUSEUM AT MUD ISLAND

is about to be dismantled and reduced to about 12% of its current size. This is being justified by claims that the museum is a large financial drain and that our citizens don't care about it. The first can probably be proven false, but the second requires that people who care respond now and be counted. Please register

your views on this unfortunate decision by writing and/or calling any and all of the agencies below.

Also, since the Commercial Appeal seems to favor destroying the museum, call the radio and television stations, or The Memphis Business Journal or the Memphis Flyer but please act now!

When you write, please include your address and telephone number, so that the newspaper or officeholder can confirm your message and follow up if desired. If you want more information or to do more to avert this community catastrophe, call Bill Wiseman at 683-5853 or John Harkins at 767-3757.

### Attendance

Mud Island Mississippi  
River Museum annual attendance figures:

Year	Days open	Patrons
1982	181	289,817
1983	365	328,467
1984	306	182,268
1985	306	144,779
1986	365	183,115
1987	306	238,746
1988	306	195,246
1989	218	140,153
1990	*108	62,007

\*Through July 31

=The above "flyer" was distributed by the West Tennessee Historical Society, Box 111046, Memphis, Tenn. 38111, mailed to us August 9th, 1990 by our friend Bob Reynolds. Mud Island opened in 1982. Attendance peaked in 1983 and slipped to a new low in 1989 (see figures from the Memphis Commercial-Appeal's Aug. 8, 1990 issue shown below.)

Mud Island opened on July 3, 1982, a \$63 million project featuring a two-story main building of exhibits, many of them audiovisual displays. The river fraternity regards Mud Island as the pinnacle, the peak.

The city of Memphis has contracted with developer Sidney Shlenker to rip out much of the river exhibits to house a music hall, restaurant and retail spaces.

STARTED IN 1932  
 Capt. Frank Springer  
 Recalls His River  
 Beginnings.

Sirs: The Aug. 6, 1990 issue of The Waterways Journal shows a picture of the towboat R. J. HESLOP and Jim Swift tells the story of how that small steamboat led the big parade of 15 steam towboats and one sternwheel diesel towboat at Elizabeth, Pa. on the Monongahela River held on July 2, 1934. They were celebrating the 100th birthday of Elizabeth. I was a deckhand on the J. H. HILLMAN in that parade, and her officers were Capt. Elmer Culp, master; James Downer, pilot; Frank Silliman, chief engr.; John Silliman, 2nd engr.; Morris Siegfred, mate. John Howder, Jr. was one of the deckhands and I don't remember the others.

Robert J. (Bob) Heslop became a friend of mine, running the Heslop Machine Shop at Point Pleasant, West Va.

I was forced to leave the University of Pittsburgh in my Junior year; this in 1931; no money, and what has become known as the Great Depression really taking hold. A friend of mine, Frank Lockhart, sent me to see Capt. John L. Howder, who was superintendent of Hillman's river transportation. I showed up in his office at the company landing at Dravosburg, Pa. He looked me over and grumbled: "So they have sent me another boy from the office and I'm supposed to make a riverman out of him." There was an uncomfortable pause. "Well," said Cap'n Howder, 'get your --- down aboard the J. H. HILLMAN, and do exactly what the captain tells you to do."

--And so, all of a sudden, instead of a holding a university degree in engineering I became a deckhand scrubbing outside bulkheads on the J. H. HILLMAN. I was tempted to river the scrub brush and buckets, but the skipper on her was Capt. Elmer Culp who urged me to stay. "I'll make a pilot out of you someday," he predicted, and took me under his wing.

That same year of the Elizabeth parade, 1934, Captain Culp became master of Union Barge Line's new diesel towboat PEACE, and Cap'n Culp took me with him.

UBL sent the PEACE and tow on a good-will tour that fall, Pittsburgh to New Orleans, stopping at the principal towns where folks came aboard for "open house." While moored at Paducah I met up with Margaret Ellis, this in October 1934, and we were married in 1938 (we celebrated our 52nd wedding anniversary last October).

Sure, I miss Beaver, Pa. where we had such a nice home overlooking the Ohio, but I had to make a choice, the life of a riverman or a family life.

We are happy here in South Carolina. I mow five acres of grass. We have 40 peach trees, apple trees and plum trees, and we are near our daughter Joy and family over in Charlotte, N.C.

Please give my best regards to all of my river buddies. Tell them I was looking forward to S&D but two granddaughters in college were demanding my presence at football games and other activities.

I will be 80 in January 1991 and hope to make it to 100.

Frank W. Springer,  
 185 Kinder Drive,  
 Campobello, S.C.  
 29322

Sirs: Sorry I missed S&D but the mv. SEALAND ATLANTIC swallowed me up again for a run to N. Europe. Dinner on me next trip to Marietta, but you need to sign my Towboat Directory.

Jim Sutton

=Jim Sutton is our  
 briny-deep ship engineer.  
 -Ed.



**T**HE MIDDLE Ohio River Chapter of S&D plans to make a River Museum of this building at Point Pleasant, West Va. The location is ideal - adjacent to Tu-Endi-We Park at the junction of the Kanawha and Ohio rivers. When Ye Ed came to Point Pleasant in 1919 this building contained Nease's Boat Store, supplier of groceries, meat and steamboat supplies. The Hartley family recently donated the property to Point Pleasant for the proposed river museum.

-Charles Henry Stone photo.

## PITTSBURGH'S RIVERS

Delayed Report of O-K  
Chapter Meeting.

by James A. Wallen

Ed. Note:- Our Sept. 1990 issue lacked Jim Wallen's report of O-K's June 10th meeting. We now present it with apologies to Jim and to our readers with the lame excuse that somehow or other it became lost in the shuffle.

EVERY ASPECT of Pittsburgh's three rivers, historical, commercial, and recreational, was interestingly depicted in the video "The Mon, the Al and the O," shown before the June 10th quarterly meeting of the O-K Branch of S. & D. in the Mason County Library at Point Pleasant, West Va. Actually, there was one more aspect of these rivers' importance that was shown, and that was their value in providing the city's good water supply.

As explained by J. W. (Woody) Rutter, who provided the 55-minute presentation, the video was produced with careful attention to detail by television station WQED, Pittsburgh. The producer also managed to bring in a little humor once in a while.

In its beginning, the film brought out much of the scenic beauty of the Allegheny valley, and included some earlier scenes of rafting on that stream. It then came up to the Allegheny's attraction for today's recreational boaters. The function of the Kinzia Dam was explained, too.

The commercial importance of the Monongahela naturally predominated in the scenes of that river. Today's coal-towing and the steel mills that were once so active along the river's banks were dealt with extensively.

As a part of present commerce on the Mon there were views of a Consolidation Coal Co. tow of 13 loaded coal barges being put together, with comments from deckhands, pilot and cook.

In their comments they all indicated a realization of the importance of their work on the river.

A spectacular shot was that of the joining of the two rivers at Pittsburgh's point, to form the Ohio. This was followed by a good look at the Emsworth Dam on the Ohio below Pittsburgh, a structure that, with its modifications, has been well known to rivermen for almost 70 years.

A segment several minutes in length was devoted to John Connelly, Pittsburgh's highly successful excursion boat operator. Mr. Connelly, himself, told the story of how he happened to get into the excursion boat business in 1957. To the surprise of many of those present, he related that he had little concern with Pittsburgh's rivers until, in 1957, a nephew from Chicago suggested the possibilities to him. By May of 1958, Mr. Connelly had his first excursion boat, one carrying one hundred passengers, and the Gateway Clipper fleet was launched. Prior to that time, Mr. Connelly's interests had largely been with banking and real estate.

The packets and excursion boats of the days of steam were not neglected, either. There were views of such well known packet boats as the TOM GREENE, the BETSY ANN and the OUACHITA, and such big excursion boats as the WASHINGTON and others of her day.

Of particular interest to this audience was the extensive interview with Captain Way, at his home in Sewickley, Pa. It was while telling something of his adventures with the BETSY ANN, Capt. Way displayed a framed color print of the spectacular Dean Cornwell oil painting of the BETSY under full headway, with rich brown smoke billowing from her tall, twin smokestacks.

In reminiscing about the BETSY ANN and her days on the Upper Ohio, Capt. Way mentioned that the round trip fare between Pittsburgh and Cincinnati in those days, the late

1920s and into 1928, amounted to \$35 for the week's trip. And that sum, of course, included meals and room accommodations.

Considerable footage was devoted in the story to the mystery of the B-25 bomber that came down into the Monongahela River. So far as is known, and many witnesses saw the bomber sink from sight, it never was recovered and brought to the surface, although intense searches were made for it. Two lives were lost that night in 1957; the others were successfully rescued.

In conclusion, "The Mon, the Al and the O" accents the fact that there is another, an unseen, source of water in Pittsburgh. Beneath the city is a deposit of sand and gravel through which fresh water flows in quantity sufficient to supply a spectacular fountain at the apex of Pittsburgh's "golden triangle, in modern-day Point Park. This underground stream has been traced, at least, to Rochester, Pa., paralleling the Ohio River, deeper down as it progresses, those 26 miles.

"The Mon, the Al and the O" won warm applause from the audience.

In the business session, Capt. Bert Shearer was returned to office by acclaim. Jim Bupp was returned as pilot, and Capt. Charles H. Stone was returned as engineer. Suellen Gunnoe, having resigned as clerk, a position she had occupied for three years, was succeeded by Howard Tyler of Nitro, West Va.

Sirs: I have been waiting for the Towboat Directory for ten years. Now it's here, and I wander through the pages, reading and day-dreaming. The book is, in a word, excellent. It was well worth the wait.

Mark W. Eberspacher,  
159 Cahill Drive,  
Rockford, Mich. 49341

Sirs: In the September issue, page 30, there is a super picture of the old side-wheel J.S. of the Streckfus Line. This was taken from the old bridge between Marquette, Iowa and Prairie duChemin, Wisconsin. The view is looking North, yje ,ain channel of the upper river. approximately mile 635. The view has changed remarkably little in all these years and is quite easy to recognize.

I would like to thank you on the behalf of myself and my fellow members of the Board of Directors of the National Rivers Hall of Fame for your support. You have done an excellent job of keeping track of our artiviti- ties and publishing them in the REFLECTOR, which is greatly appreciated.

Sirs: Have just finished reading "Mark Twain - The Bachelor Years," by Margaret Sanborn, and found it to be far and away the best thing I've read on the subject. The enormous amount of re- search that went into it is obvious. The story relates in intimate detail Mark Twain's work, his interests and attitudes, and also gives us a good look at his family and his friends. He was 34 by the time he was married, so it encompasses an important part of his early life. After having read it, you will feel as if you are well acquainted with Samuel Clemens. This is a recent book, just published this year by Doubleday, New York. It's a fairly long one, 449 pages of readable story plus many pages of "Notes and Sources." J.A.W.

Sirs: I don't like that narrow-gauge typing in the September issue (see page 27, column 1). It is too darned compressed for my tired and aching eyes. The broad gauge is not so irri- tating.

The September issue is simply great except for that type.

The photograph of the MINNEAPOLIS cabin, page 24, is a poignant reminder that there were other things to do on a boat than to gamble away the farm.

But do get rid of that narrow-gauge typing.

Alan L. Bates,  
2040 Sherwood Ave.,  
Louisville, Ky. 40205

=Cathy, my cleaner-up girl at 121 River one day descended to the cellar and about had a conniption when she saw the grime accumulated on my Panasonic. When next I saw the machine it was too late; I could once again read QWERTYUIOP. Cathy had scrubbed all buttons and settings with the zeal and efficiency Grace had taught her when

#### PICTURE BELOW

Her Ladyship pictured at Paducah on July 24, 1990 by Jerry Sutphin. This will serve as a good look at the DELTA QUEEN with her original hull. She's being dropped into a new wider and deeper hull, without removal of the old one, as this is written.

they tackled the kichen oven. All adjustments were out of whack and, of course, I had managed to lose the Instruction Manual. No way could I get that machine back to leading its normal Christian habits. Then, while searching for something else, what turns up but the Instruction Book. The deadline was breathing down my neck by then, so the "narrow-gauge" was used. It will not happen again. -Ed.

#### OTHER TYPING TROUBLES

Sirs: I'm trying to type this on an electronic miracle of a typewriter. It's of a greater tonnage than I'm allowed and I'm slipping and sliding all over the river.

I'm officially designated as pilot on the Government boat GEORGE W. BRITTEN, and have spent the bigger part of the summer aboard.

W. Gene Lister,  
126 Parkway Drive,  
Huntington, W. Va.  
25705

=Gene Lister's excursion boat CAMDEN QUEEN was oper- ated for most of the 1990 season by Harry Batten, recently licensed master- pilot. Gene's towboat belongs to the Huntington District, U.S. Engineers. -Ed.

Mary Louise Johnson under- went serious surgery just prior to Christmas time. She will celebrate her 82nd birthday on February 9th. Best wishes may be addressed Mrs. Alfred H. Johnson, 509 Poia Place, Sewickley, Pa. 15143.



## 'OYO' (3rd) READY

Reviewed by  
J. W. Rutter.

Volume III of the Ohio River anthology "OYO" has recently been released by editor Don Wallis of Yellow Springs, Ohio. The early volumes I and II appeared in 1987 and 1988 and have proved popular. Volume III appears to be equally interesting.

Editor Wallis chose "OYO" as the title of these river compilations since it represents the sound made by early rivermen, the Iroquois, when they referred to the Ohio River and perhaps that is as good an explanation as any for the derivation of Ohio. Each of the OYO volumes follows a particular theme (more or less) and Volume III focuses on River Lives; Volume I was Movement and Place while Volume II covered River Journeys. The sketches of Harlan Hubbard are used for the illustrations in OYO and Harlan also is the author of four of the pieces included in Volume III.

Other familiar names in addition to Harlan Hubbard will be found in the list of authors included in this anthology as well as some who are not so familiar. Carl Sandburg, Dick Bissell and Clark Firestone rub shoulders with George Washington, George Rogers Clark and one Roy Bentley who seems to know something about catching catfish at night. Altogether there are 31 stories in this anthology and 27 different authors are represented. This compilation of river-related verses, articles and book chapters has something to appeal to all tastes in the line of river interests and will whet your appetite to look up some books and authors previously overlooked.

Editor Wallis has held the price at \$10, postpaid, for Volume III. The book is softbound, 180 pages and the same size as the previous OYO volumes. Order from OYO, Box 476, Yellow Springs, Ohio 45387.

Sirs: In the September 1890 issue is a super picture of the side-wheel J.S. of the old Streckfus Line. This great picture was taken from the old bridge between Marquette, Iowa and Prairie duChemin, Wisconsin, approximately Mile 635, Upper Miss. The view has changed remarkably little in all these years and is quite easy to recognize.

John W. Bell,  
McGregor, Iowa

=Jack Bell is a member of the Board of Directors of the National Rivers Hall of Fame, and Board Chairman of James W. Bell Co. Inc., Marine Division, McGregor. -Ed.

The bright sunny Christmas Day found Woody, Fred Rutter and y.t. exploring Luke's Chute on the Muskingum.

## THE BACK COVER

The markings on this wintry scene read:- "Fleet of N.C. Co. Showing results from an Ice Jam at Dawson, 1904. Photo by Mrs. M. W. Goetzman."

The big sternwheel packet (left) at a tilt is the sternwheel SUSIE, and the one at the extreme right, which looks quite like SUSIE is her partner packet SARAH, both built by the Howards of Jeffersonville, Ind. Howards built three of these for Yukon River service - third one was the HANNAH (not in this picture).

Ralph DuPae sent this to us, and asked that credit be given to John Vize, Jr.'s collection, of East Moline, Ill.

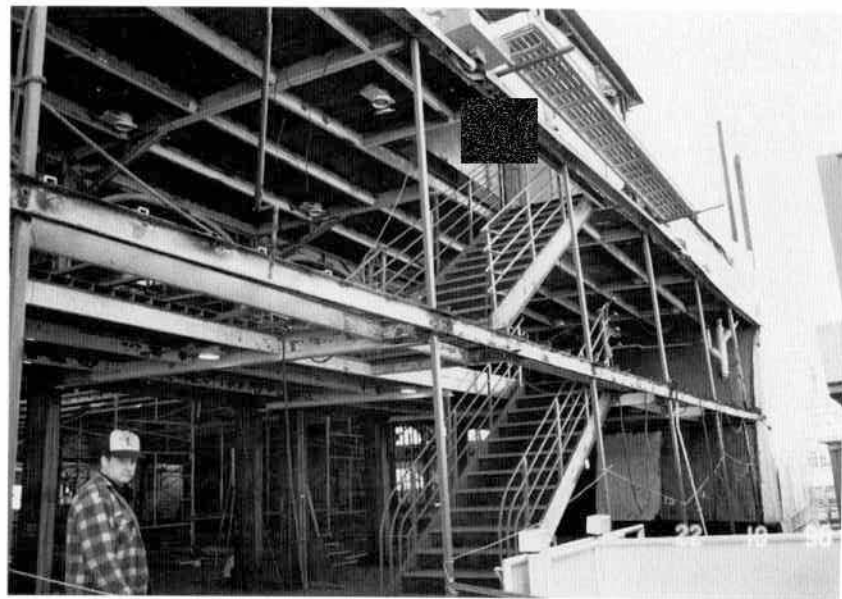


THE GOLDEN TRIANGLE, Pittsburgh, Pa. This exceptional shot was taken by Kurt W. Swan, P.O. Box 166, New Cumberland, West Va. on October 29, 1988. The fountain at extreme right is at "the Point" where the Allegheny (left) and the Monongahela meet to form the Ohio. The PRESIDENT was running daily excursions down the Ohio with her turn-around at Sewickley, Pa. with whistle salutes and calliope serenades in front of 121 River Avenue, an address deserted this past July 31 by Ye Ed for a new one in Marietta, Ohio.

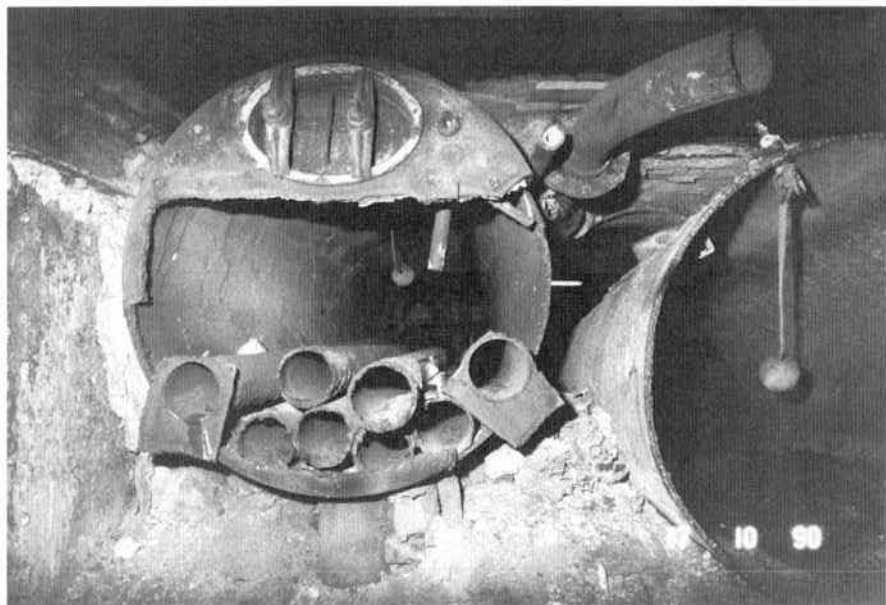


Fleet of McMillan  
Showing result of  
Ice jam of December 1905  
Photo by Mrs. M. W. G. of 1911





She started out as the palatial double-cabin CINCINNATI, became the excursion steamer PRESIDENT (later diesel prop) and now is ripped up the third time to become a gambling boat. Photos kindness of Gary Frommelt.





The ALTAIR is pictured as she looked when owned by John I. Hay, shortly before he scrapped her after she sank at Seneca, Ill. in 1943. Ralph DuPae sent us this view taken we know not where or by whom. The whistle mounted above the pilothouse, it appears to us, is the one used on

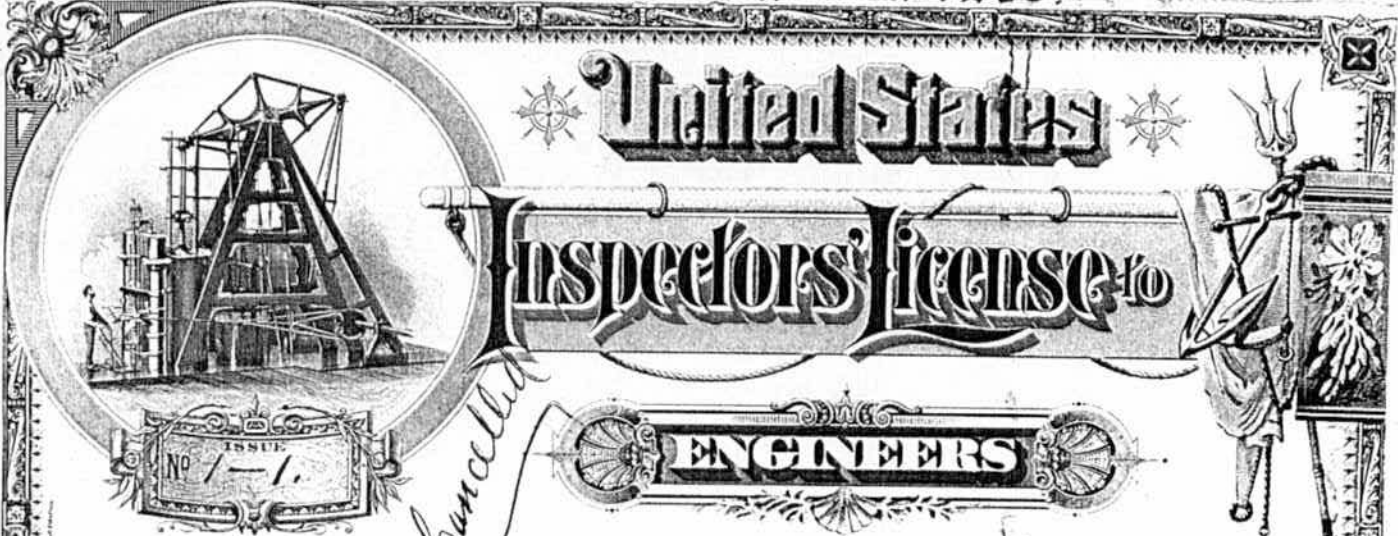
the BETSY ANN, also owned by Hay (Way to Hay) and which sort of mysteriously disappeared after Hay disposed of BETSY and her hull, sans upper works, became a barge. In 1944 I stood on the deck of that barge at Wood River, Ill.



Jack B. Hickman, 1839 Saxon Blvd., Deltona, Fla. 32725 surprised us with this rare view, building a towboat at the Hammitt yard along the Muskingum at the foot of Sacra Via, Marietta. Jack's grandfather E. V. Sheets is one of the workers in the scene, clearly identified by an arrow pointing downward. Mr. Sheets did not remember the name of

the towboat being built, but we suspect it to be the RIVAL for the Combine in 1903, which was given the machinery from the NELLIE WALTON. The RIVAL later was renamed WM. B. RODGERS. This is the only photograph of the Hammitt yard which has come to our notice.





*Cancelled*

This is to Certify that FLOYD TURNER has been duly examined by the undersigned Local Inspectors of Steamboats for the District of LOUISVILLE, KY. as to his qualifications as an Engineer of Steam Vessels, and found to be a competent and reliable person to be entrusted with the powers and duties of 1st ASSISTANT ENGINEER of Noncondensing RIVER Steamers of ANY gross tons, and he is therefore hereby Licensed to act as such for the term of five years from this date.

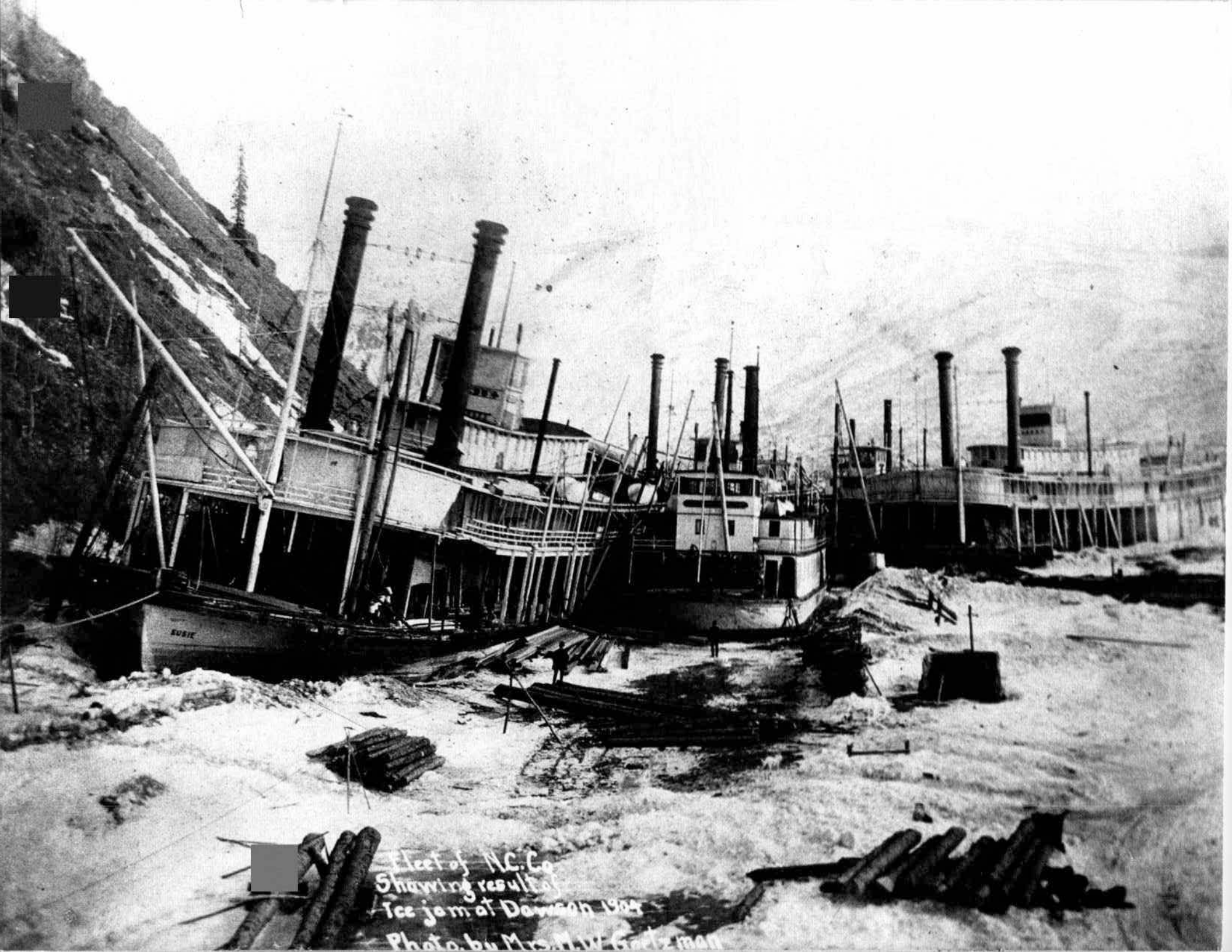
Given under our hands this 2<sup>ND</sup> day of JAN - 1919

*J. E. Abraham*  
Inspector of Mills

17681

*Isaac W. Betts*  
Inspector of Boilers





SUBIC

Fleet of N.C. Co  
Showing result of  
Ice jam at Dawson 1904  
Photo by Mrs. M. W. Gertzman